WINE AND SPIRIT ERCHANT.
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MAKERS AND FRENCH
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DISS BROS.,
Tailors.

No. 18,561 號一廿月九年六零百九千一英 HONGKONG, FRIDAY, SEPTEMBER 21, 1906. 日四初月八年午丙 PRICE, $3.00 Per Month

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AUGUSTINER BRAU
AND THE CELEBRATED
KULMBACHER BIER.
Per Case of 6 doz. pts...$18.00.
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MACEWEN, FRICKEL & CO.,
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Intimations.

WHO'S WHO
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FAR EAST.
THE
ONLY BOOK OF REFERENCE
WHICH GIVES
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PROMINENT MEN OF THE FAR EAST
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Price ... $10.
FORWARDED TO ANY ADDRESS.
OBTAINABLE FROM THE PUBLISHERS—
8, QUEEN'S ROAD CENTRAL.
Hongkong.
Hongkong, July 10, 1906.

NOTICE.

THE SALE of SUNDRY NAVAL, VICTUALLING, OBSOLETE and CONDEMNED STORES will take place on TUESDAY and WEDNESDAY, the 25th and 26th September, 1906, commencing each day at 10 A.M. sharp, instead of as previously advertised.

HUGHES & ROUGH,
Government Auctioneers.

Hongkong, September 20, 1906. 1820

NOTICE.

TENDERS are invited for the supply to H.M. NAVAL YARD of the undermentioned TIMBER MATERIALS for one year from 12th October, 1906, viz.:—

TEAK, AMERICAN FIR, CAMPHOR WOOD, HARDWOODS } RAULK, THICKSTUFF, SCANTLING, PLANK, AND BOARD.
OREGON SPARS.

Form of tender, and information in regard to the condition of contract, &c., can be obtained on application to the NAVAL STORE OFFICER, H. M. Naval Yard. To enable persons tendering to estimate what stock they would be expected to keep, they will be provided, if necessary, with a statement shewing the expenditure of the different descriptions of material during the twelve months ending 30th June last. A deposit of one hundred dollars will be required with each tender, but this will be returned on the acceptance or rejection of the same. The tenders, which will be received till Noon on 28th inst., should be sealed and addressed to the COMMODORE, H. M. NAVAL YARD.

Hongkong, September 19, 1906. 1817

THE PUBLIC HEALTH AND BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has been appointed to enquire into and report on the following matters viz.:—

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and if not, what improvements can be made.
2. Whether any irregularity or corruption exists or has existed among the officials charged with the administration of the aforesaid Regulation.

The Commission earnestly invite the inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the Undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,
W. BOWEN-ROWLANDS,
Secretary.

Hongkong, July 7, 1906. 1830

Business Notices.

W. S. BAILEY & CO.
ENGINEERS & SHIPBUILDERS.
WORKS: KOWLOON BAY. OFFICES & STORES: No. 20, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,363 tons, Captain H. D. Jones.
s.s. POWAN, 2,338 tons, Captain W. A. Valentine.
s.s. FATSHAN, 2,260 tons, Captain R. D. Thomas.
s.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.
s.s. KINSHAN, 1,995 tons, Captain J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 a.m. (Sunday Excepted), 9 p.m. and 10.30 p.m. (Saturday Excepted).
Departures from CANTON to HONGKONG daily at 8.30 a.m., 3.30 p.m. and 5.30 p.m. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,998 tons, Captain G. F. Morrison, R.N.R.

Departures from Hongkong to Macao on week days at 2 p.m., except when otherwise notified by Express. Sunday Special Excursions, leaving Hongkong at 9.30 A.M., and a Second Departure about 7 P.M.
NOTE:—During the Summer Months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Time-table.
Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 3 P.M. (See Special Express).

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 583 tons, Captain J. Willox.
s.s. NANNING, 569 tons, Captain C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the —

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.
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Or of BUTTERFIELD AND SWIRE.
Agents, CHINA NAVIGATION CO., LTD

R. HOUGHTON.
NAVAL, MILITARY AND CIVIL TAILOR.
16, QUEEN'S ROAD CENTRAL.
Hongkong, September 12, 1906. 1190

HONGKONG FOOTBALL CLUB.

THE ANNUAL MEETING will be held in the HONGKONG HOTEL, on MONDAY, 24th instant, at 5.15 P.M.

R. H. CROFTON,
Hon. Secretary.

Hongkong, September 18, 1906. 1811

HONGKONG ST ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above SOCIETY will be held in the CITY HALL, on FRIDAY, 28th inst., at 5.30 P.M.

W. ARMSTRONG,
Hon. Secretary.

Hongkong, September 20, 1906. 1826

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Offices, on SATURDAY, the 29th SEPTEMBER, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1906.
The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 29th September, both days inclusive.

DOUGLAS, LAPRAIK & Co.,
General Managers.

Hongkong, September 17, 1906. 1806

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No. 2, PEDDER STREET.
Hongkong, February 5, 1906. 1380

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1905, £17,837,119.

I—Authorised Capital £3,000,000 Subscribed Capital £2,750,000 Paid-up Capital	£687,500	0 0
II—Fire Funds	3,386 720	19 8
III—Life & Annuity Funds	13,762,898	8 5
	£17,837,119	8 1
Revenue Fire Branch...	2,061,044	19 8
„ Life & Annuity Branches.....	1,713,806	19 10
	£3,774,853	19 6

The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

SHEWAN, TOMES & CO.,
Agents.

1537

WANTED.

A FIRST-CLASS BILLIARD TABLE.
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TO MAKE ROOM FOR NEW GOODS.
Hongkong, September 17, 1906. 1809

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CORRUGATED IRON, PIG IRON, &c.,
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LIMITED.
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CLEARANCE SALE
COMMENCING ON
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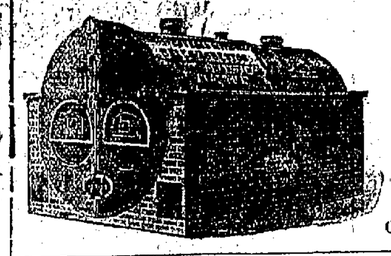
BEING a letter addressed to Rear-Admiral Lord CHARLES BERESFORD, C.B. M.P. And an article in reply to 'CHINA': 'THE SLEEP AND AWAKENING.'

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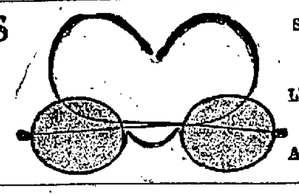


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148, QUEEN'S ROAD CENTRAL.
FIRST CLASS HOTEL, MOST CENTRALLY SITUATED;
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Monthly Boarders accommodated on very Moderate Terms.
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SIGHT TESTED FREE.
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TAKEN THE SAME DAY.
One Hundred Views to Select From.
Hongkong, September 19, 1906. 1178

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SIEMSSEN & CO.,
SOLE AGENTS.
Hongkong, March 2, 1906. 449

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No. 8 and 10, Ice House Road.
EXCELLENT FURNISHED ROOMS.
COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.
FOR TERMS APPLY TO THE MANAGER.
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PORTLAND CEMENT
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A GOOD SELECTION OF SMART NEW FOULARDS AND WASHING SILKS, VOILES, EOLIENNES, etc.
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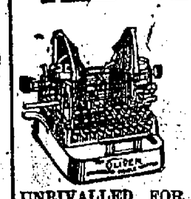
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Hongkong, March 2, 1906. 450

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Hongkong, April 21, 1906.
GEO. GRIMBLE,
MANAGER.
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750

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V. O. S.
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Intimations.

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7.00 a.m. to 7.30 a.m....Every 30 minutes.
7.30 a.m. to 9.30 a.m....Every 10 minutes.
9.30 a.m. to 11.00 a.m...Every 15 minutes.
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12.45 p.m. to 1.15 p.m...Every 10 minutes.
1.15 p.m. to 1.45 p.m...Every 15 minutes.
1.45 p.m. to 2.15 p.m...Every 10 minutes.
2.15 p.m. to 3.00 p.m...Every 15 minutes.
3.30 p.m. to 5.00 p.m...Every 15 minutes.
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8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

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10.30 a.m. to 11.00 a.m...Every 10 minutes.
12.00 Noon to 1.00 p.m...Every 10 minutes.
1.00 p.m. to 5.00 p.m...Every 15 minutes.
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NIGHT CARS as on Week Days.

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Extra Cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,
Liquidators.

Hongkong, August 27, 1906. 1961

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HOUSES on the ROBINSON ROAD Level, Cheap Rentals.
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5 ROOMS on Top Floor of 15, QUEEN'S ROAD CENTRAL (over Caldbeck Macgregor).
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Nos. 1 and 2, BEACONSFIELD ARCADE—facing the Parade Ground.
ROOMS on 1st and Top Floors. BEACONSFIELD ARCADE (CHEAP RENTAL).
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Hongkong, September 15, 1906. 1716

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Well ventilated, with Electric Lights and Bells completely installed.
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1730

TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ld.
Hongkong, August 1, 1906. 1721

TO LET.

THREE LARGE GODOWNS on PRAYA EAST. Formerly in the occupation of the Mitsui Bussan Kaisha.
Apply to
H. N. MODY,
Victoria Buildings.
Hongkong, May 10, 1906. 1722

TO LET.

4, FAIRVIEW, ROBINSON ROAD, Kowloon.
2ND FLOOR, No. 12, QUEEN'S ROAD CENTRAL.
Apply to
LEIGH & ORANGE,
1, Des Vœux Road.
Hongkong, September 5, 1906. 1720

TO LET.

HOUSES in ROSE TERRACE, ROBINSON ROAD, Kowloon. Terms Moderate—Immediate Possession.
Apply to
THE COMPRADORE,
Messrs BARRETTO & Co.
Hongkong, April 5, 1906. 1726

TO LET.

A HOUSE in WONG NEI CHONG ROAD.
OFFICES in KING'S BUILDING and YORK BUILDING.
GODOWNS on PRAYA EAST.
A HOUSE in CLIFTON GARDENS, Conduit Road.
A HOUSE in RIPON TERRACE.
FLATS in MORETON TERRACE.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, August 28, 1906. 1718

Intimations.

N. & C.

RAINCOATS

INVALUABLE AT ALL TIMES. WET OR FINE.

RAINPROOF, YET POROUS!!

COTTAM & CO., LD.,

TAILORS AND OUTFITTERS.
YORK BUILDINGS AND PEDDERS STREET.

MIYAKO HOTEL,

KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

2181

HOLLOWAY'S



OINTMENT

Is an unfailing Cure

For Old Wounds, Sores, Piles, Fistulas, Bad Legs, Bad Breasts,

AND

EVERY FORM OF SKIN DISEASE.

Manufactured only at
78, New Oxford Street, London. Sold by all Medicine Dealers.

THERE IS NO DOUBT THAT

Where Eno's 'Fruit Salt' has been taken in the earliest stages of a disease it has in innumerable instances prevented a serious illness. The effect of

ENO'S 'FRUIT SALT'

upon any disordered, sleepless, or feverish condition is simply marvellous and unsurpassed. In fact it

IS

NATURE'S OWN REMEDY

CAUTION.—*Examine the Capsule and see that it is marked ENO'S 'FRUIT SALT', otherwise you have the sincerest form of flattery—IMITATION.*

Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, London, S.E. Eng., by J. C. ENO'S Patent.

Sold by Chemists and Stores everywhere.

To Let.

TO BE LET OR SOLD.

WITH IMMEDIATE POSSESSION—IN WANCHAI ROAD.

GODOWN, built of brick with tiled roof, just thoroughly repaired—about 4000 sq. ft. space, concrete flooring.—Suitable for Storage of any kind of merchandise.
Apply to 'K.,'
Care of 'CHINA MAIL' Office.
Hongkong, May 29, 1906. 1728

TO LET.

NOS. 5 and 6, GRANVILLE AVENUE, Kowloon.
FLATS in ROBINSON ROAD, Kowloon—Possession from 1st November.
HOUSES in AUSTIN and SALISBURY AVENUES, Kowloon.
Apply to
HUMPHREYS' ESTATE & FINANCE CO LD.,
Hongkong, September 5, 1906. 1522

PEACHING THE GOSPEL, IN JAPAN AND TIBET.

By Prof. E. H. PARKER.

To be had at the 'CHINA MAIL' Office, 5, Wyndham Street.

Price... ... ... $1.00

THE

Bangkok Times.

THE LEADING NEWSPAPER IN SIAM

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A UNIQUE FEATURE of the "Bangkok Times" is its Siamese version. Thus the advertiser is enabled to talk as it were with the Siamese in their own tongue without knowing one word of it, the "Bangkok Times" doing the translations required.
Literary communications should be addressed to the EDITOR. Business communications to the MANAGER. Cheques and Post Office Orders in favour of MANAGER, "Bangkok Times."
Orders booked by MANAGER, *China Mail*.

Auctions.

PUBLIC AUCTION.

AT the Undersigned's SALES ROOM, No. 2, Zetland Street,
on
SATURDAY,
the 22nd September, 1906, at 2.30 p.m.
A SPECIAL CONSIGNMENT of SATSUMA and CLOISONNÉ, also SILK EMBROIDERY and SCREENS, &c.
TERMS:—As usual.
F. KIENE.
Auctioneer.
Hongkong, September 20, 1906. 1824

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,
on
WEDNESDAY,
the 26th September, 1906, at 11 A.M., at his SALES ROOMS, DUDDELL STREET,—
THE WHOLE OF THE
STOCK in TRADE, FURNITURE and FIXTURES, and the GOODWILL of Messrs GREGOR & Co. (Wine and Spirit Merchants).
The Stock Comprising:—
225 CASES CLARET, 50 CASES CHAMPAGNE, 50 CASES WHITE WINES, 5h CASES ASSORTED LIQUEURS, 55 CASES SHERRY, 45 CASES BRANDY, 40 CASES HOCK, 50 CASES BURGUNDY, 25 CASES GIN, 30 CASES SAUTERNE, 25 CASES WHISKY, 45 CASES BEER, 27 CASES VERMOUTH, 16 CASES RUM, etc., etc.
For further Particulars, apply to the Undersigned.
TERMS:—As Customary.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, September 20, 1906. 1829

PUBLIC AUCTION.

THE Undersigned have received instructions from D. E. BROWN, Esq., to sell by Public Auction,
on
THURSDAY,
the 27th September, 1906, at 11 A.M., within his Residence, The 'COTTAGE,' BARKER ROAD, the Peak,—
THE WHOLE OF HIS
VALUABLE HOUSEHOLD FURNITURE
THEREIN CONTAINED,
Comprising:—
SILK TAPESTRY-COVERED DRAWING ROOM SUITE, PLUSH-COVERED EASY CHAIRS, TEAKWOOD EXTENSION DINING TABLE, MARBLE-TOP SIDEBOARD with BEVELLED GLASS, DINNER WAGGON with BEVELLED GLASS, BRASS FENDERS, BRASS-MOUNTED DOUBLE BEDSTEADS with WIRE and HAIR MATTRESSES, DOUBLE and SINGLE WARDROBES with BEVELLED GLASS, COOKING STOVE and UTENSILS, &c., &c., &c.
Catalogues will be issued.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, September 20, 1906. 1823

GENERAL POLE-CAREW.

Eminent Soldier Placed on the Retired List.

The *London Gazette* of August 14, contains the following announcement:—

Major-General Sir Reginald Pole-Carew, K.C.B., CVO., is placed on retired pay, and is granted the honorary rank of Lieutenant-General on retirement. Dated Feb. 7, 1906.

By the retirement of Major-General Sir Reginald Pole-Carew, the Army prematurely loses the services of a capable soldier, says the *Standard*. It is an open secret that this withdrawal from the Active List of one so specially qualified for command is the result of unheeded protest against supersession to the rank of lieutenant-general. Selections for this rank have been, on the whole, fairly made, but in one or two cases supersession is claimed to be unjust and the case of Sir Reginald Pole-Carew is classed by the Army under this exception.

Sir Reginald Pole-Carew was born on May-day, 1849, and after education at Eton and Oxford he entered the Coldstream Guards in 1869, and became lieutenant and captain in 1872.

His staff service commenced in India as A.D.C. to the Viceroy in 1878, and from 1884 to 1890 he was a military secretary first to the Commander-in-Chief in India, Lord Roberts. He was a local lieutenant-general in South Africa, and latterly commanded the 8th Division in Ireland.

His war service commenced in the Afghan campaign, under Lord Roberts, to which he proceeded from his post with the Viceroy to serve on the personal staff in the war. He was present at Charasiah and at Takht-i-shah, Kabul, Sherpur the Chardeh Valley (where his horse was shot under him), and also marched with the relief column to Kandahar. He was three time mentioned in despatches. In the Egyptian expedition he served under Lord Wolseley as orderly officer to the Duke of Connaught, and was present at Mahuta and Tel-el-Kebir. In the Burmese war of 1886-7 he was military secretary to Lord Roberts, and was again referred to in despatches home, and received a C.B.

It is, however, to South Africa that Sir Reginald Pole-Carew owes the chief points in his service. In 1899 he was Commandant at headquarters, and later he successively commanded the 9th Brigade, the Guards Brigade, and the 11th Division. He was present at the advance on Kimberley, being engaged at Modder River and Magersfontein, where his personal courage in leading was the topic of his brigade. After the last named disaster it was due to his advice that a retirement was not made to De Aar, and soldiers of every grade now agree that this decision saved a probable rising in Cape Colony.

Later he served in the Free State at Poplar Grove, Driefontein, Vet River, Zand Rive, and other actions, and he it was who, after opening the railway from Bloemfontein to Bethulie and Norval's Point, urged expeditious action to cut off the Boers retiring on Kronstadt from the Cape Colony frontier through Thaba-n'chu. Had his advice been taken, all Free State opposition would probably have been ended there and then. With the prescience of the strategist, he advised the sending of a force to the east of Pretoria when advancing upon the capital. He was always keen to find "the way round" and cut the Boers off in retreat, an operation of war which was seldom attempted, and often caused battles to be refought on fresh ground. He was present at the actions round Pretoria, Johannesburg, and Diamond Hill, and at Belfast his foresight prevented a muddle, and saved the troops from being sent down into a ravine from which there was no outlet, and from which they must have returned the way they went before the high veldt was cleared. He afterwards led his division into Waterfall Onder, and thence by arduous marching reached Komati Poort in the face of great difficulties.

There is no question but that his level headedness and outspoken criticism of apparent errors in plans conferred great advantages on the operations at various stages. Naturally some of the generals did not like their ideas being upset, but the supreme authorities of the moment recognised his services by promoting him major-general, with the added honour of a K.C.B. Such is the war record of major-general who has been superseded in peace time.

DENTAL SURGEON.
G. DE PERINDORGE.
DIPLOMA: PARIS.
LATEST IMPROVEMENTS INCLUDING
PORCELAIN FILLINGS.
HOTEL MANSIONS, PEDDER STREET.
Honokong, June 1, 1906. 1149

DR. HARRY FONG,
AMERICAN TRAINED DENTIST.
ELECTRICAL and Latest Improved Appliances.
51, QUEEN'S ROAD CENTRAL.
1379

Dr M. H. CHAUN,
THE Latest Method of the AMERICAN SYSTEM of DENTISTRY.
37, DES VŒUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A. 1386

SIEN TING,
Surgeon Dentist,
No. 14, D'AGUILAR STREET
TERMS VERY MODERATE
Consultation Free. 628

A BOXER OUTBREAK.

Trouble in North Shansi.

The Rev. J. W. Stevenson has supplied the *N.-C. Daily News* with the following account of a Boxer outbreak, which has reached him from a correspondent at Taoüinhsien :—

The Boxers have been drilling for a long time in the mountains around Taoüinhsien and Sohpingfu (North Shansi) and the Christians and all good people have feared exceedingly.

On August 18, in the afternoon, a considerable number of Boxers entered Taoüinhsien, and suddenly the missionaries had to flee to the yamên, where many Christians followed them. After a little while the Boxers also came to the yamên, and asked the Mandarin for food, as also for authority to kill the foreigners, threatening to kill the Mandarin and destroy the yamên if their request were not granted. In the afternoon of the same day the merchants closed their shops, and all the people were in terror. After the Boxers had been supplied with food, they went to a large temple in the city and took up their quarters there, having decided to kill all the foreigners and native Christians and destroy the Mission premises the next day. In the evening of the same day, August 18, a German Lieutenant arrived on his way from Mongolia to Peking and he had also to be shut up in the yamên. In all there were six foreigners there,—two gentlemen and four ladies. The Chinese officials were very frightened, as were all the other people in the yamên, because of the Boxers. A few soldiers were in the city, but their officers had not come from Tatungfu.

The German officer offered to help the Haien Mandarin against the Boxers, and this offer was readily accepted. On August 19, early in the morning, between four and five o'clock, the German Lieutenant mustered the little company of Chinese soldiers, and certainly he did inspire them with confidence. Only ten of them had rifles besides himself and his servant. The others had swords and spears. They proceeded to the temple where the Boxers were. Arriving there, their presence was reported quickly to the Boxers by their sentry who was on the lookout. The Boxer leader came out to meet them, and was followed by the whole of his associates. The German officer, who went in front of the Chinese soldier, through his interpreter, asked the Boxer leader to surrender with his fellow-leaders, telling their followers that they might go; but he answered, "We will kill you, foreign devil." Then the Lieutenant fired a shot over his head, and asked him to draw back; but he swung his sword and came very near to the officer, saying, again, "I will kill you foreign devil." The German Lieutenant thereupon shot him down; but the other Boxers did not fear and came pressing against the Lieutenant and his soldiers, whereupon he commanded the latter to fire. Eleven Boxers were killed, many were taken prisoners. Several of these men were the chief leaders in the massacre of 1900 in this district.

On my arrival on the same morning I found all the foreigners safely in the yamên and the Chinese Christians too. In the afternoon we all returned to our station, and found that the watchmen had done their duty.

I will now mention how the Boxers were dressed. Everyone had a yellow cap and waistband and yellow braid in his queue. In his waistband each had a little yellow flag on which was written, "Fei Hu Tien Ping" "Flying Tigers Heavenly Soldiers." They had also two large yellow standards. Their weapons were swords, spears, spades, hammers and other things. They called themselves "Huang Tien Sheng Tao" "Imperial Heaven the Holy Doctrine (or Way)."

The missionaries are all safe and well, and everything is now peaceful. The General from Tatungfu has arrived with troops.

Hotels.

KING EDWARD HOTEL.

A HIGH-CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.

Hot and Cold Water throughout.
Electrically Lighted.
Electric Fans (if required).
Electric Passenger Elevator to each Floor
Table D'Hote at Separate Tables.

TELEGRAPHIC ADDRESS: 'VICTORIA, Hongkong'
For terms, &c., apply to the MANAGER.

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VICTORIA HOTEL,
SHAMEEN, CANTON.
ON THE BRITISH CONCESSION.

MACAO HOTEL
MACAO, CHINA
In the Centre of Praya Grand.

BOTH Hotels under Experienced European Management.
Every Comfort and Convenience for Residents and Tourists.
WM. FARMER, *Proprietor.*
482

THE BEST BILLIARD TABLES IN THE COLONY ARE AT
THE KOWLOON HOTEL,
CABLE ADDRESS 'CHEF KOWLOON.'

A High-class Tourist's Hotel under American Management. First-class Cuisine, Beautiful Garden.
MODERATE CHARGES.
J. W. OSBORNE,
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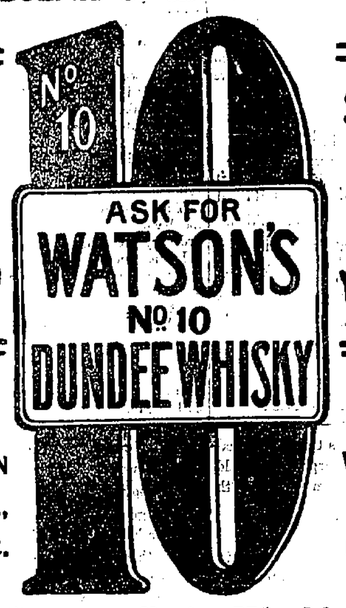
CHAMPAGNE.

VEUVE CLICQUOT PONSARDIN
RHEIMS.
Maison fondee en 1783. WERLE et Cie., Succrs.
PURVEYOR TO HIS MAJESTY KING EDWARD
AND TO
HIS ROYAL HIGHNESS THE PRINCE OF WALES.

CHINA EXPORT-IMPORT & BANK-CIE,
SOLE AGENTS FOR CHINA AND JAPAN.
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938

The genuine mineral water of **VICHY** French state's springs
BE CAREFUL TO NAME WHICH SPRING
VICHY CÉLESTINS Gout, Gravel, Diabete, Bladder diseases.
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THE DRINK of the HOMELAND



Age and Quality Guaranteed
Supreme among Scotch Whiskies
JAMES WATSON & Co. Ltd., DUNDEE.
Supplied by WATKINS Ltd. Apothecaries Hall, HONG KONG.
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Programmes.
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China Mail Office
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THE FIRST CHINESE NEWSPAPER EVER ISSUED UNDER PURELY NATIVE DIRECTION.

The Chinese Mail
中國郵報
THE LEADING CHINESE POLITICAL AND COMMERCIAL JOURNAL.
PUBLISHED EVERY MORNING.
CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM NORTH CHINA.
ALL THE LATEST INTELLIGENCE FROM THE VARIOUS PORTS IN CHINA AND JAPAN.
$8 per Annum *delivered in Hongkong,*
$12,50 *to all Coast Ports.*
5 WELLINGTON STREET, HONGKONG.
Orders booked by Manager, 'CHINA MAIL.'

SELF CURE NO FICTION!
MARVEL UPON MARVEL!
NO SUFFERER NEED NOW DESPAIR,
but without running a doctor's bill or falling into the deep ditch of quackery, may safely, speedily and economically cure himself without the knowledge of a second party. By the introduction of
THE NEW FRENCH REMEDY
THERAPION,
a complete revolution has been wrought in this department of medical science, whilst thousands have been restored to health and happiness who for years previously had been merely dragging out a miserable existence.

THERAPION No. 1—A Sovereign Remedy for discharges from the urinary organs, superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases.

THERAPION No. 2—A Sovereign Remedy for primary and secondary skin eruptions, ulcerations, pains and swellings of the joints, and all those complaints which mercury and sarsaparilla are popularly but erroneously supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 3—A Sovereign Remedy for debility, nervousness, impaired vitality, sleeplessness, distaste and incapacity for business or pleasure, love of solitude, blushing, indigestion, pains in the back and head, and all those disorders resulting from early error and excess which the faculty so persistently ignore, because no ointment to cure or even relieve.

THERAPION is sold by principal Chemists throughout the world. Price in England 2/9 & 4/6. In ordering, state which of the three numbers required, and observe that the word 'THERAPION' appears on British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

For Sale by PRINCIPAL CHEMISTS.

Notice to Consignees

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER *POONA.*

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed *at their risk* in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon where each Consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 Hours.

Goods not cleared by the 23rd Inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, September 18, 1906. 1804

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship *Lightning,* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense. Cargo remaining on board after 2 P.M., of the 21st Inst., 1906, will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON, & CO., LD.,
Agents.
Hongkong, September 19, 1906. 1821

NOTICE TO CONSIGNEES.

STEAMER *OCEANIEN.*

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from LONDON ex s.s. *Malapan* and *Guadiana*; from HAVRE ex s.s. *Malapan*; from BORDEAUX ex s.s. *Frederic Mored*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the HONGKONG & KOWLOON WHARF and GODOWN COMPANY, LTD., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 11 A.M., TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, and Goods remaining unclaimed after MONDAY, the 24th September, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 24th September, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 24th September, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, September 17, 1906. 1803

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *DELHI.*

FROM COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed *at their risk* in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings Cargo:—
From LONDON, &c ex s.s. *Mongolia.*
From CALCUTTA, ex s.s. *Cordia.*
From PERSIAN GULF, ex s.s. B.I.S.N. and B. & P.S.N. Co.'s steamers.
From BOMBAY, ex s.s. *Mazagon.*

Optional goods will be landed here unless instructions are given to the contrary before 6 Hours.

Goods not cleared by the 25th Inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, September 18, 1906. 1814

KEATING'S LOZENGES
EASILY CURE
'THE WORST' COUGH.
One gives relief. An increasing sale of over 80 years is a certain test of their value. Sold in bottles everywhere.

His Britannic Majesty's Ships on the China Station.

Name.	Class	Tons.	Guns.	I.H.P.	Captain.	Last reported
Alacrity*	despatch-vessel	1700	12	3000	Comdr. E. La T. Lestham	Hongkong
Astræa	cruiser, 2nd class	4360	10	9000	Captain S. L. Vaughan Lee	Hongkong
Bramble	river gunboat	710	2	900	Lieut.-Comdr. Davidson	Yangtze
Britomart	river gunboat	710	2	900	Lieut.-Comdr. Bamber	Yangtze
Cadmus	sloop	1070	6	1400	Comdr. Luard	Hongkong
Cherub	water tank and tug	390	—	300		Hongkong
Clio	sloop	1070	6	1400	Comdr. H. D. Wilkin, D.S.O.	Shanghai
Diadem	cruiser, 1st class	11,000	16	16,500	Capt. H. W. Savory, R.N.	Weihaiwei
Fame	torpedo boat destroyer	360	5	5700	Lieut.-Comdr. Hughes	Hongkong
Flora	cruiser, 2nd class	4360	10	7000	Capt. Grant Dalton	Hongkong
Handy	torpedo boat destroyer	275	6	4000	Lieut.-Comdr. Cox	Weihaiwei
Hart	torpedo boat destroyer	275	6	4000	Lieut.-Com. Henniker Heaton	Weihaiwei
Janus	torpedo boat destroyer	280	6	3900	Lieut.-Comdr. W. H. Darwall	Weihaiwei
Kent	cruiser, 1st class	9000	14	22,000	Capt. De Horsey	Weihaiwei
King Alfred	cruiser, 1st class	14,000	14	30,000	Capt. Cecil F. Thursby, R.N.	Weihaiwei
Kinsha	river gunboat	616	4	1200	Lt.-Comdr. E. V. R. Dugmore	Yangtze
Monmouth	cruiser, 1st class	9800	—	—	Capt. A. J. Toke	Weihaiwei
Moorhen	river gunboat	180	2	800	Lt.-Com. R. E. Vaughan	West Rivers
Otter	torpedo boat destroyer	350	6	6300	Lieut.-Comdr. J. Kiddle	Weihaiwei
Rambler	Surveying-vessel	835	6	650	Comdr. C. E. Moore	Hongkong
Robin	river gunboat	85	2	240	Lt.-Comdr. C. C. Walcott	West Rivers
Sandpiper	river gunboat	85	2	240	Lt.-Com. H. T. Attay	West Rivers
Snipe	river gunboat	85	2	240	Lt.-Comdr. Lyne	Yangtsze
Taku	torpedo boat destroyer	250	6	6500	Reserve	Hongkong
Tamar	receiving ship	4650	6	—	Commodore Williams	Hongkong
Teal	river gunboat	180	2	800	Lt.-Comdr. E. Secretan	Yangtsze
Terrible	cruiser, 1st class	14,000	14	30,000	Capt. Ballard	Hongkong
Thistle	river gunboat	710	2	900	Lieut.-Comdr. West	Shanghai
Virago	torpedo boat destroyer	355	6	6300	Lieut.-Comdr. Stevenson	Weihaiwei
Waterwitch	surveying ship	620	—	450	Comdr. R. W. Glennie	Surveying
Whiting	torpedo boat destroyer	360	6	5900	Lieut.-Com. C. E. L. Thomas	Weihaiwei
Widgeon	river gunboat	195	2	800	Lt.-Comdr. G. B. Spicer-Simson	Upper Yangtsze
Woodcock	river gunboat	150	2	500	Lieut.-Com. C. W. Wrightson	Upper Yangtsze
Woodlark	river gunboat	150	2	500	Lieut.-Com. Jno. F. Knox	Upper Yangtsze

* Flag of Vice-Admiral Sir W. Arthur Moore, Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captains.	
Kaiser Franz Josef	Austro-Hungarian cruiser	4389	19	9000	Capt. Ferdenand Bublay	Shanghai
Panther	Austro-Hungarian cruiser	1350	12	6000	Captain E. Koerber	Yokohama
Vohéron	French armoured gunboat	1796	10	1700	Lieut. Ferret	Haiphong
Adour	French receiving-ship	—	—	—	Lieut. Merlo	Haiphong
Alouette	torpedo-boat	—	—	—	Commander Kerihuel	Cape St. James
Argus	French gunboat	123	—	500	Lieut. Jeannel	Hongkong
Caronade	French gunboat	—	—	150	Lieut. Hue	Saigon
Decidée	French gunboat	645	10	1000	Lieut. L'Eost	Shanghai
Descartes	French cruiser	3945	14	5500	Comdr. Amet	Kiukiang
Dupetit-Thouars	French armoured cruiser	10,014	38	20,000		Saigon
Esturgeon	French sub-marine	—	—	—	Lieut. Coquelin	Saigon
Francisque	French destroyer	303	7	6300	Lieut. Garreau	Hongkong
Fronde	French destroyer	350	7	303	Lieut. Saint-Saine	Hongkong
Gueydon	French cruiser	9376	36	20,200	Captain Ridoux	Hongkong
Guichen	French cruiser	9700	—	—		Yokohama
Henri Riviere	French gunboat	—	—	—	Lieut. Porter	Yokohama
Jacquin	French gunboat	200	6	308	Lieut. Corlouer	Haiphong
Javeline	French destroyer	307	7	300	Comdr. Sagot-Duvauroux	Hongkong
Kersaint	French cruiser	1250	8	2200	Commander Simon	Saigon
Lynx	French sub-marine	—	—	—	Lieut. Armbruster	Saigon
*Montcalm	French cruiser	9700	12	19,600	Capt. Martel	Hongkong
Mosquet	French destroyer	307	6	300	Lieut. du Chemin	Saigon
Oltz	French gunboat	—	—	—	Capt. Grellier	Chungking
Poiho	French gunboat	—	—	—	Lieut. Lavissiere	Tongku
Pistolet	French torpedo-boat	350	7	300	Lieut. de Reinach Werth	Baie d'Aong
Portee	French sub-marine	—	—	—	Lieut. Glorieux	Saigon
Rapier	French torpedo boat	—	—	—	Lt. Vincent de Brichignac	Hongkong
Redoutable	French battleship	9437	8	6071	Reserve	Saigon
Sabre	French destroyer	—	—	—	Lieut. Lebail	Hongkong
Styx	French gunboat	1796	10	1700	Capt. Dupriez	Saigon
Takiang	French gunboat	—	—	—		Yangtsze
Takou	French destroyer	250	6	—	Capt. Terquem	Saigon
Vauban	French battleship (reserve)	6150	24	4560		Hongkong
Vigilante	French gunboat	123	7	500	Lieut. Brugnon	Hongkong
Fürst Bismarck	German flagship	11,000	36	14,000	Captain Wilken	Japan
Hansa	German cruiser	6230	34	10,000	Capt. Manoeck	Singapore
Iltis	German gunboat	1000	10	1800	Comdr. Baron von M. Hüllessem	Hongkong
Jaguar	German gunboat	900	10	1800	Comdr. Kloebe	Hongkong
Luchs	German gunboat	850	10	1344	Comdr. Hartog	Hongkong
Möwe	German gunboat	1009	8	875	Comdr. Lubbert	Tsingtau
S. 90	German torpedo-boat	—	—	—	Capt.-Lieut. Wing-Muller	Tsingtau
Taku	German torpedo-boat	—	—	—	Capt. Lieut. Walter	Tsingtau
Tiger	German gunboat	900	10	1800	Comdr. Abeken	Hongkong
Tsingtau	German gunboat	170	5	1300	Capt. Lieut. Giebler	Canton
Vaterland	German gunboat	—	3	500	Capt. Lieut. von Bulow	Yangtsze River
Vorwarts	German gunboat	—	3	500	Capt. Lieut. Ferboni	Yangtsze River
Calabria	Italian cruiser	3000	—	—	Capt. Marence	Saigon
Elba	Italian cruiser	2300	10	7471	Captain Borea Ricci	Shanghai
Marco Polo	Italian cruiser	3600	—	—	Captain Presbitero	Shanghai
Puglia	Italian cruiser	2498	29	7000	Capt. Pescetto	
Adamaster	Portuguese cruiser	1960	14	4000	Captain d'Antas Ribeiro	Macao
Dio	Portuguese gunboat	720	—	—	Captain Coutinho	Macao
Albany	U. S. cruiser	3769	28	7500	Capt. Dyer	Cavite
Annapolis	U. S. gunboat	1000	12	1227	Capt. Robrer	Shanghai
Bainbridge	U. S. torpedo-boat, destroyer	420	7	8000	Lieut. Woodward	Hongkong
†Baltimore	U. S. cruiser	4600	—	—	Capt. Sargeant	Manila
Barry	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Irwin	Hongkong
Callao	U. S. gunboat	208	10	600	Lieut. Dismukes	Hongkong
Chauncey	U. S. torpedo-boat destroyer	420	7	8000	Lieut. E. P. Jessop	Manila
Cincinnati	U. S. cruiser	3213	19	7500	Comdr. Hugo Osterhaus	Woosung
Dale	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Garnett	Manila
Decatur	U. S. torpedo-boat destroyer	420	7	8000	Lieut. A. W. Knox	Manila
Elcano	U. S. gunboat	560	10	6000	Lt.-Comdr. J. Hood	Shanghai
Helena	U. S. gunboat	1392	8	1988	Comdr. P. E. Sanyer	Manila
Monadnock	U. S. monitor	3990	6	3000	Captain Mahan	Hongkong
Monterey	U. S. monitor	4084	4	5244	Comdr. J. B. Milhen	Cavite
New Orleans	U. S. cruiser	3437	20	7500	Commander G. B. Harbo	Manila
Ohio	U. S. battleship	12,000	—	—	Captain Logan	Manila
Pampanga	U. S. gunboat	201	3	250	Ensign J. E. Bass	Cavite
Paragua	U. S. gunboat	201	3	250	Capt. Bennett	Cavite
Rainbow	U. S. cruiser	4000	14	—	Capt. Cawles	Manila
Raleigh	U. S. cruiser	3213	18	7500	Capt. F. F. Fletcher	Manila
San Francisco	U. S. cruiser	4098	27	9913	Captain Very	Manila
Vicksburg	U. S. cruiser	1000	13	1118	Commander Marshall	Shanghai
Villalobos	U. S. gunboat	347	3	500	Lieut. H. A. Wiley	Shanghai
Wilmington	U. S. gunboat	1397	8	1894	Commander A. W. Dodd	Hongkong
Wisconsin	U. S. flagship	12,000	50	12,609	Captain Drake	Manila

‡ Flagship of Rear-Admiral Folger.

There is also a Philippine U.S. Squadron.

* Flagship of Vice-Admiral Richard, Commander-in-Chief.

† Flagship of Rear-Admiral de Fauque de Jonquières, Second-in-Command

ADVERTISEMENTS.

THE Attention of Advertisers is drawn to the Latest Hours for receiving Advertisements and Corrections to Advertisements:—

Alterations and additions to Advertisements on Pages 2, 3, 6 and 7, should be sent to this Office not later than 11 a.m. New Advertisements should be sent in before 3

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With Special Reference to
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ALL THE DETAILS.

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Hongkong, September 21, 1906. 451

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ALEXANDRA BUILDINGS.

Hongkong, September 4, 1906.

MEMOS. FOR TO-MORROW.

Auction.

2.30 p.m.—Auction of Miscellaneous Goods, at Mr F. Kiene's Sales Rooms.

Miscellaneous.

Transfer Books of Douglas Steamship Co., Ld., close from this date to 29th Sept., inclusive.

General Memoranda.

SUNDAY, September 23:—
Goods per *Poona* not cleared at 4 p.m. on this date subject to rent.

MONDAY, September 24:—
5.15 p.m.—Meeting of Hongkong Football Club, at Hongkong Hotel.
Goods per *Oceanien* unclaimed after this date at Noon will be subject to rent and landing charges.

TUESDAY, September 25:—
10 a.m.—Auction of Sundry Naval and Victualling Stores, at H. M. Naval Yard.
Goods per *Delhi* not cleared at 4 p.m. on this date subject to rent.

WEDNESDAY, September 26:—
11 a.m. Auction of Wines and Spirits, at Mr Geo. P. Lammert's Sales Rooms.
5.30 p.m.—Meeting of Hongkong Cricket Club at the Pavilion.

THURSDAY, September 27:—
11 a.m.—Auction of Household Furniture, &c., at Mr Brown's residence, 'Cottage,' Barker Road, Peak.

The China Mail.

HONGKONG. FRIDAY, SEPTEMBER 21, 1906.

BISHOP HOARE.

Although the body of His Lordship the Bishop of Victoria has not yet been recovered there is but slight reason to hope that he escaped death during the fatal storm on Tuesday. That His Lordship should be stricken down when in the very plenitude of his powers is an awful example of the disregard that death has for the position or the powers or the genius of those for whom the hour has struck. Yet, even in the darkest hour there is usually some thought which tends to lighten the grief of those who have been left bereft. The sorrowing relatives of Dr. Hoare have at least the sad satisfaction of knowing that he met his death while in the execution of his duty. No higher death can any man meet, be he beggar or bishop. At the time of his passing away the Bishop was actively engaged in the work which occasions the presence of Christian ministers in the East. In the sacred cause of the Christian religion he laid down his life and he is entitled to the honourable remembrance of posterity as one who gave the one gift that can never be recalled in the service of the great institution of which he was one of the hierarchy. Consequently the bitter grief of the hapless lady upon whom has fallen this terrible blow and of the other members of the Bishop's family should be alleviated by the consciousness that his death, and the manner of it, have but rendered more resplendent in the eyes of all men the virtues which begemmed a life of love and labour.

THE OBSERVATORY.

THE public will feel gratified that His Excellency the Governor has decided to appoint a committee to inquire into the responsibility, if any, of the Observatory for the loss caused by the typhoon. It is most regrettable, however, that the scope of the inquiry should be restricted to the late disaster. With the utmost respect for the Governor's opinion we hold that the inquiry should be in regard to the value of the Hongkong Observatory as a *meteorological* station. Unless the inquiry is based on this broad ground its findings will be almost valueless. As has been pointed out in these columns for years the master mariners who habitually traverse the surrounding seas are almost absolutely dependent upon the meteorological stations for their knowledge of the conditions they are likely to experience. Complaints have often been made that the data supplied at Hongkong is neither so comprehensive nor so reliable as that obtainable at Manila and Shanghai. It is also said—and this is clearly a point that any committee which desired to comprehensively deal with the matter at issue should inquire into—that the relations of the Observatories at Manila and Shanghai with that at Hongkong are not harmonious and that this seriously affects the meteorological work at this station. Obviously it would be much more important for those engaged or interested in shipping to know once for all if this is so than to learn whether the recent storm could have been foretold. We require here a meteorological station as perfectly equipped and officered as possible. This is demanded by our importance among the shipping centres of the world. Have we got it? Is there any justification for the statement that we have a perfectly equipped and officered *astronomical* station and that meteorology is rather contemptuously relegated to the second place? These are the questions that the committee should inquire into, and it is to be hoped that the working of the commission or whatever instrument empowers them to hear evidence will endow them with authority to hear the evidence of master mariners on the main point, and not restrict the committee to what is really a side issue, though admittedly a very important one.

TYPHOON NEWS.

Although we prepared for an abnormal demand for the OVERLAND CHINA MAIL *containing full reports of the Typhoon disaster we had to refuse further orders at 2 p.m. to-day. We are unable to print a second edition in time for the mail to-morrow but we will do so for the "Empress" mail which closes on Thursday, and which will reach London as soon as to-morrow's mail.*

We would be obliged if those who live in distant parts would send their coolies to No. 5 Wyndham Street before 8 o'clock to obtain the paper. It would tend to save possible delay in delivery.

THE Extra supply of

OVERLAND CHINA MAIL,

containing the FULL REPORT of the TYPHOON having been sold, we will publish another edition which can be forwarded by the *Empress* Mail on THURSDAY to reach London as early as to-morrow's mail.

Send order at once.

LOCAL AND COAST NEWS.

It is notified in orders that the annual camp of the Volunteer Corps will be held at Stonecutters' Island from October 13th to the 29th.

The Hon. E. Osborne, we regret to learn, was injured whilst in attendance at the Star Ferry Wharf on the day of the typhoon and is not yet able to attend at his office. We hope Mr. Osborne will rapidly recover.

A New Typhoon.

The United States Consulate General has received a telegram from Manila depatched at 10 o'clock to-day to the effect that a new typhoon is in the Pacific and is east of north Visayas.

The Criminal Sessions.

At the Criminal Sessions a verdict of not guilty returned in the case of Ip Ma Ti and Yung Ku On who were charged with manslaughter of Lam Shun at Tokawan on August 12, and accused were discharged. Fan Ming was found guilty of robbery with violence at Chuk Chun in the New Territory and sentenced to seven years' imprisonment with hard labour.

A SEPT. 17 TYPHOON.

Was this known in Hongkong?

AMOY, September 17.

For some time the air has been filled with rumours of typhoons and signals have been flashing from the flag-staff telling how these ill-omened storms are careering in their mad fashion in the regions contiguous to us. There is one just now that is signalled as blowing to the East of Formosa.

TYPHOON RELIEF FUND.

Readers are invited to give what they can spare to this fund. A great percentage of the sampan men and women have been left destitute by the typhoon on Sept. 18. Can you help?

The following subscriptions have been received:—

CHINA MAIL	$ 50.00
P.	10.00
H. Haynes	15.00
Beetles	10.00
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Capt. and Mrs Lyons	20.00
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THE TYPHOON.

CLEARING UP THE WRECKAGE.

The weather was again dull this morning and although rain fell at frequent intervals the conditions were comparatively calm, the wind having completely dropped.

The shipping community, reassured by this improvement, was very active throughout the morning and the harbour commenced to assume something resembling its normal appearance. There was the great difference, however, that launches and Chinese craft usually so thickly crowded along the Praya were comparatively few and far between and such as were in a condition to travel found ample employment at greatly enhanced rates.

The harbour is still strewn with all descriptions of wreckage and dead bodies, and it will be weeks before this can be cleared away.

The water police and those at all other stations along the water front are very busily engaged in gathering in the dead and the total of bodies recovered from the water is being very largely increased.

At Shaukiwan, although only the relatively small total of 22 bodies has been picked up, hundreds of other corpses have been seen being carried out through the Lyeemoon Pass. This fact shows that the number of lives lost in the harbour can never be correctly ascertained.

From all districts the report is that the greatest trouble arising is how to dispose of the dead. Coolies will not handle the bodies except under compulsion and the work has assumed such dimensions as to require a great many labourers.

At West Point only three or four bodies have been recovered, the tide having carried the dead towards the opposite end of the harbour. In this district also only 19 persons have been reported missing—an eloquent tribute to the work done by the police who lined the Praya armed with ropes during the storm and pulled hundreds of people out of the water.

About 124 junks have been reported missing to the West Point police and about $112,000 damage to boats and property.

A fisherman who came in from outside yesterday reported that he had seen the bodies of two Europeans on the beach at Pak-sha-wan, which is outside of Lyeemoon Pass. It is thought, however, that he may be mistaken but the man himself is emphatic that the bodies are not those of Chinese.

On all sides every effort is being made to rectify the damage done by the storm and large gangs of men are everywhere at work.

The German steamer "Emma Luyken" has been refloated and is now lying at her ordinary anchorage and the French destroyer "Francisque" has also been got off the beach where she stranded behind the "Monteagle."

At the Magistracy since the typhoon the number of cases coming up for trial have been greatly lessened but amongst those dealt with this morning were about 40 looters from the river steamer "Heungshan" who were fined sums ranging from $10 to $40.

Scenes At Kowloon.

Of the work of recovery being carried on at Kowloon we could yesterday write only in very general terms owing to the fresh typhoon having cut off communication until late in the afternoon. When the weather moderated, however, it became possible to visit Kowloon, Yaumati, Hunghom and other outlying districts and it was seen that everything that had been said of the death and devastation caused on the mainland had if anything fallen short of the mark. The amount of wreckage on the beach between Yaumati and the Kowloon Docks must alone represent several millions of dollars worth of property.

In conversation yesterday a very well informed business man said that a million pounds sterling would probably be less than the total of damage suffered in the Colony and the surrounding waters during the couple of hours that the typhoon held sway. This, he considered, was a moderate estimate. The Gowdown Company's losses alone must run into upwards of $100,000 and of the amount of cargo and goods of all descriptions that strew the Kowloon beach it will be weeks before an estimate can be made.

At Yaumati alone 403 Chinese boats were reported missing yesterday and 124 people reported lost. At Kowloon Police station the roll was equally heavy and no fewer than 36 bodies were picked up in the harbour during the day by the water police. The Yaumati police recovered thirty dead bodies including that of Captain Maxwell of the steamer "Hongkong." Captain Maxwell's body was recognized by the fact that his name was on an article of clothing which was found on the body. The bodies of three of the Frenchmen who were lost in the wreck of the destroyer "Fronde" were also recovered. Two other European bodies were at different times seen floating in the harbour but owing to the strength of the current and the roughness of the water it was impossible to recover them.

The death roll of Europeans from present reports cannot be far short of twenty while the Chinese think that three thousand will prove to be under the number of their countrymen who perished in Hongkong harbour and its vicinity. Whole fleets of fishing junks outside of the harbour were demolished and practically no one survives to tell the tale.

For the work that such members of the police force and sanitary department who are engaged in collecting the dead are doing nothing but admiration can be expressed. On all sides tributes to the bravery displayed by these men during the storm is forthcoming. The police and sanitary inspectors' task now is a mournful one the disagreeableness of which cannot be exaggerated. Even for wages ranging from three to five dollars per day the poorest Chinese coolies refuse to handle the bodies, and as there is but a limited number of Sanitary Board and Government coolies the European officers, who have been working night and day since Tuesday, have to perform the last offices for the unfortunate victims of the great storm.

The Government matshed at Kowloon used as a mortuary was one of the first places to be carried away on Tuesday and hence the dead have had to be conveyed to the Disinfecting Station and Sanitary Inspector Abley had 86 corpses under his charge last night. In many cases burial was a very pressing necessity but owing to stringent orders that had been issued with regard to identification it was not possible until to-day.

The Chinese are now being interred in trenches at Ma-tan-wa. Inspector Abley's duties were of the most disagreeable nature and owing to the difficulty in securing sufficient coolies much of the repulsive work fell on him.

Several house were wrecked in and around Yaumati and several lives lost on shore. A block of buildings owned by Humphreys Estate has been partially vacated and is in a dangerous condition.

To enumerate the police officers who have had adventures and worked like Trojans is impossible.

The officers on the No. 1 police launch had a thrilling experience on the day of the typhoon and after saving a number of lives had to trust to their skill in the water to preserve their own.

Practically all that remains of the Victoria Recreation Club's premises are the two water-polo goal posts and a few sculls that were out of reach of the water. The Club will hold a meeting shortly to discuss the situation and it is a foregone conclusion that this year's regatta will be abandoned.

TO-DAY'S WORK.

At the Water Police basin at Kowloon this morning a large number of soldiers were busily engaged in clearing away the wreckage. The stench which emanated from beneath the mass of debris was certain proof of the presence of decomposing bodies. Along the sea-front coolies were hard at work sorting out the best pieces of timber and stacking them on one side, while others were emptying into the already polluted harbour the smaller pieces of wood, refuse and waste matter which has been accumulating on the Praya for the past couple of days. The Hongkong and Kowloon Wharf and Godown Company had gangs of men endeavouring to right some of the overturned lighters which floated bottom upwards in the vicinity of the Ferry Wharf, while a junk was anchored close to the sunken "Kwongchow," which we understand is to be raised if possible within the next few days. There will be considerable difficulty attaching to this work, as appliances are wanting, and lighters are very scarce.

On the Eastern shore of the Kowloon Peninsula the wreckage is enormous and a large number of Indians, apparently soldiers, were working hard near Blackhead's Point clearing the foreshore. Though a huge pile of timber steadily grew on the shore their efforts to clear the beach did not appear very successful, as the wreckage is so thick there.

OBNOXIOUS SMELLS.

Mingled amid the floating wood and bamboo were dozens of dead animals, chiefly pigs, and the odour arising therefrom was almost unbearable. A scavenging cart, with half a dozen coolies, was out early this morning carting away the dead animals after covering them with chloride of lime. This work needs to be hurried, for the danger of a pestilence is steadily increasing, though we are aware that the Sanitary Department are doing all that can be reasonably expected of them. Dead bodies floated up at intervals, there being at least half-a-dozen in Hunghom Bay, while round the Dock Point about fifty were cast up on the beach.

AT THE DOCKS.

In Hunghom Bay are several of the damaged ships and one of the first to catch the eye is the river steamer "Shun Lee" which has received a tremendous battering along the starboard side. At the bow is a very large hole, amidships there is another, and there is a further one at the stern.

Fortunately all the damage is above the water line, otherwise the vessel would be under water.

The "Fatshan" is well aground near the head of Hunghom Bay and this morning the "Robert Cooke" made an attempt to tow her off. Owing to the extreme shallowness of the water the tug was unable to go close to the steamer and a line had to be made fast by a steam launch. The first attempt to tow the river steamer off was unsuccessful, and at the time of writing the "Fatshan" is still on the shore. As far as outward appearances go the "Fatshan" is uninjured except for a few trifling dents well above the water line. What damage she has received below water is a matter for conjecture only, but when she goes into dock, which will probably be to-day or to-morrow the extent of her injuries will be known.

Very little of the "Sorsogan" remains to be seen. Portions of her upper works and her mast only protrude out of the water. The "Changsha" is still lying alongside the dock wall. It will be remembered that she was piled up during the typhoon, but yesterday got off again at high tide.

Most of her injuries are below the water line along the port side, but their extent cannot yet to told.

The French river steamer "Charles Hardouin" has been roughly dealt with and her bow, stern and upper works all bear evidence to the hard knocks she received.

The "Woolwich" was undocked from No. 2 dock this morning and the "Fooksang" will, in all probability, take her place. No. 1 dock is still occupied by the "Empress," while No. 3 is out of commission. The latter dock is full of wreckage, a couple of lighters, a launch and other craft encumbering it. It will be cleared as expeditionally as possible and the caisson, which has been damaged, repaired.

The launch "Brema" which is ashore at Blackhead's Point, looked very comfortable, as she had been well sheered up and is quite safe. The "Logan," lying alongside on her side, does not appear to have suffered much damage, but will have to go into the hands of the builders before she will be of any practical use.

There were no fresh developments in typhoon news this afternoon. Everyone was hard at work. The Sanitary Board has 300 extra coolies engaged in cleaning up the streets and they are dealing with the work as fast as possible. Every dust cart owned by the board is in use and hence a larger staff of men could not be profitably employed.

Grave digging and the burial of the dead occupied hundreds of other coolies and under the Board's officers the work is being pushed on with all possible speed.

A trip round the harbour by launch revealed the utmost activity. The salvage ship "Protector" is now alongside the German steamer "Signal" pumping her out, and it is expected that the "Signal" will be refloated without any great difficulty. The "Signal" is rather badly damaged having collided with another vessel.

At Kellet's Island pumping operations on the Japanese ship "Chinkai Maru," which has sunk further under water have not been so successful. Her bridge and funnel are now the only part showing above water and on the former the Japanese flag is floating. The "Kanju Maru" suffered during the typhoon, which has been hitherto unreported. She was anchored near Stonecutters and during the storm drifted to the Praya Wall near the harbour office badly knocked about on the way.

The "Petrarch" it is feared will be a hopeless wreck. On her way from Stonecutters Island she bumped into the "Emma Luyken," the "Monteagle," "Fronde" seven or eight junks and another steamer. A large hole is knocked in her side and it is feared that her bottom is very badly damaged below water.

The French steamer "Amiral Hamlin" and the Japanese steamer "Totomi Maru" came in from the south to-day and both

report having experienced bad weather. The typhoon was encountered about 50 miles south of Gap Rock and while coming through it the French steamer lost a boat and suffered other minor damages.

FLOATING BODIES.

The "Wakamatsu Maru" arrived in the harbour to-day from Moji. She reports that as the entrance to Hongkong was neared about 100 dead bodies were seen floating.

DEMAND FOR DOCK SHARES

As an item of news it is interesting to note that the most active demand has prevailed for the Hongkong and Whampoa Dock Company's shares since the typhoon. This scrip which has been looked on with little favour by speculators for some time past has advanced $23 dollars in the last three days. To-day's price was $155 dollars and buyers were numerous.

THE "CHIP SHING."

Now that the weather is calming down more information comes to hand of the experiences of ships on the harbour during the storm. Most of the buoys have been dragged out of position, the "Chip Shing" (Capt Weigall) carrying a Douglas buoy about with her. She collided with the "Fook Sang" in her wandering and later ran into the "Haimun" and "Loongsang" and eventually with full steam ahead managed to bring up in front of H.M.S. "Flora." The plates of the vessel were knocked about a bit but no serious damage was done.

HOW THE "APENRADE" WENT AGROUND.

At the end of Stonecutter's Island just now the funnel and poop of the steamer "Apenrade" are visible. She encountered the full force of the gale. Just before the heavy weather descended upon the Colony she moved from the dangerous goods' anchorage to behind Stonecutter's Island. Two anchors were here dropped but the blinding gales drove the ship towards shore but not until the land loomed right up before the ship did those on board know where they were. The ship went broadside on with a terrific bump and immediately a panic occurred amongst the Chinese passengers. Many of them jumped overboard. Mr P. Barentzen, of the I. M. Customs, who was on board as a passenger bound for Pakhoi, swam ashore with a line and successfully managed to make it fast, but it was of little avail. Too many Chinese rushed it at the one time and the line collapsed. About this time the soldiers on the island discovered the stranded vessel and with the assistance of several weather bound sailors from the "Flora" did excellent work in saving those on the ship. All were eventually got off and later the vessel slipped into deep water and sank. The captain of the steamer was extremely calm throughout and acted as well as possible in the trying emergency. Mr Barentzen deserves every credit for his gallantry in jumping overboard with a line.

THE LEGISLATIVE COUNCIL.

Messages of Condolence.

RELIEF FUND OPENED.

At the Legislative Council yesterday His Excellency the Governor made the following speech with regard to the typhoon:—

Gentlemen: Hongkong has just suffered from a catastrophe as calamitous—if not more so—as any which has previously befallen the Colony. The loss of life and property between the hours of nine and eleven on Tuesday morning are, as far as can be at present judged, greater than those incurred in the great typhoon of 1874. None of us are likely to forget the scenes of that morning. First of all we saw, when the typhoon gun was fired about nine o'clock, crowds of helpless shipping drifting to the east before the wind. Then the whole scene was wiped out by the blown sheets of rain, and an hour later, the atmosphere being again clear, we saw the junk and small craft had disappeared and that many of the larger ships were aground or in distress. What had happened to the Chinese boats was evidenced by the appalling scenes of desolation along the Praya and the Kowloon shore. I need not, however, dwell on scenes nor recount the losses that were witnessed and are known to all of us.

THE OBSERVATORY.

It has been suggested in the Press that much of the loss of life and property would have been avoided if the Observatory had given earlier notice of the approach of the typhoon, and that such earlier notice should have been possible. I see no grounds for believing this possibility, but it is due to the public, and also to the Director of the Observatory that an inquiry should be held into it. I have accordingly asked the Commodore to detail a senior officer of the Royal Navy to preside over a small committee of which I propose that the other members should consist of a master mariner, to be nominated by the Chamber of Commerce, and of the manager of the Eastern Extension Telegraph Company, if he will he will be good enough to serve.

RESCUE WORK.

A bright feature in the gloomy picture of this great calamity has been many acts of heroism and of duty performed in saving life by civilians, police and sailors. I shall cause an inquiry to be made into these as that they may be duly recorded and recognised. The Harbour Department, which was fortunate in keeping all its vessels, has done, I am sure, the utmost with them, and will continue the work of clearing the harbour of debris as rapidly as possible. The Tung Wah Hospital had its launches out saving lives as long as it could be hoped that there were any left to be saved, and has afforded and is affording shelter to the many Chinese left destitute by the loss of their floating habitations. The Commodore readily met my request to send out all craft that were left to him and were not themselves damaged to pick up any persons that might be found clinging to wreckage outside the harbour. Unfortunately the new typhoon, signalled about six-o'clock last night, brought an end to the period during which it could be hoped to save such persons. Two torpedo boat destroyers that were out on this duty last night were, I am glad to say, able to regain the harbour this morning.

AMERICAN ASSISTANCE.

The Commander of the United States vessel "Callao" volunteered to co-operate with our own Naval Authorities, and his offer was gladly accepted. The Military Authorities kindly let me have 150 men yesterday to clear wreckage which it was though might cover bodies, and my hon. and gallant friend on my right (Col. Darling) has been good enough to promise me other working parties to clear wharves at present so blocked as to prevent the business of loading and unloading ships proceeding.

RELIEF FUND.

We have now to cosider what steps should be taken to afford relief to the large number of Chinese who have lost their homes and properties. The majority have, unfortunately, also lost their lives, and so are beyond relief. The Chinese charitable institutions are, I understand, looking after the immediate needs of those who are left destitute. But some more permanent assistance is required, and for this I propose that a public subscription should be started. I consulted yesterday morning the directors of the Tung Wah Hospital, the Po Leung Kok and the District Watchmen's Committees in this matter, and they agreed to start at once raising a charitable fund. They agreed also that Dr Ho Kai, Mr Wei Yuk, Mr Fung Wa Chun, Mr Lau Chu Pak and Mr Fung Chi Ngong (Chairman of the Tung Wah Hospital) should represent them on a general committee, to which I propose to appoint also Sir Paul Chater, Mr E. A. Hewett, Mr W. J. Gresson, Capt. Barnes-Lawrence, the Registrar-General and Mr H. E. R. Hunter, if they will kindly consent to serve. I will ask Mr Hunter to act also as treasurer to the committee and to receive a donation of $500 from myself and $100 from the Colonial Secretary. I propose that this Council should vote to the fund a sum equal to that obtained from private subscriptions. (Applause). As regards further assistance from the Government, I should like the committee to consider whether any scheme by which the Government would lend money on security, but without interest, for the building of native craft which would be helpful to junk-owners and not unduly onerous on the Government could be devised. They must bear in mind that the Government's losses have been heavy, and it would be ineffectual for the Government to grant money with one hand and take it away by additional taxation with the other. In many cases of loss of life all the we can give is, from the nature of the case, our sympathy. The Colony will, I am sure, grieve that a French torpedo-boat destroyer should have been lost while enjoying the hospitality of our Colony, and that this loss should have been accompanied by that of five brave sailors. I took it upon myself to express sympathy to Admiral Richard, the French Commander-in-Chief in the Far East, and have received a telegram in reply saying how deeply this expression had touched the whole French Far Eastern fleet.

BISHOP HOARE.

The Council will forgive me if I now refer for a moment to a personal as well as a public loss. I fear that there are no grounds for hope that we shall ever again see Bishop Hoare. He was a man we all respected, and those among us who knew him well loved him well. I am sure that the Council and the public sympathize deeply with his bereaved wife and children.

MESSAGES OF SYMPATHY.

The Colony in its turn has received sympathy which it will value. Sir Henry Blake has telegraphed from Kandy:—

"I desire to express deep sympathy with the people of Hongkong in the serious calamity repeating the disaster of 1906."

The Governor of Macao has telegraphed:—

"Je prie votre Excellence vouloir bien accepter l'expression de notre sympathie at sinceres condoléances par la catastrophe a touche Hongkong."

The Secretary of State has telegraphed:—

"Your telegram of 18th September received with great regret. I especially deplore the great loss of life which the storm has caused. I shall be glad to learn further particulars and full details by post of the measures taken for the relief of sufferers. I would wish you to express on behalf of His Majesty's Government their sympathy with the community of Hongkong at this great disaster."

Lord Elgin has also sent the following message, which I shall ask you to receive standing:—

"I am commanded by His Majesty the King to express the deep regret with which His Majesty has learned of the great calamity which has befallen the Colony of Hongkong. His Majesty grieved to read of the immense loss of life among the Chinese population which your telegram reports. I am to convey through you an expression of His Majesty's sympathy with the immediate sufferers and with the whole community."

I propose that the King's message should be placarded in the town in English and Chinese, and I ask you to approve of the following replies which I suggest should be sent in reply to the telegrams I have read to you:—

To Sir Henry Blake I propose to telegraph:—

"The Legislative Council on behalf of the people of Hongkong express their gratitude for your sympathetic message."

To the Governor of Macao I propose to telegraph:—

"La Colonie exprimée par le Conseil Legislatif vous remercie cordialement pour votre depeche si sympathique."

To the Secretary of State I propose to telegraph:—

"Legislative Council of Hongkong express their heartfelt thanks for the sympathy of His Majesty's Government on the disastrous effects of the storm of September 18th. The Council, Chinese Charitable Institutions, European firms and residents will do what is in their power to relieve the distressed."

In reply to His Majesty's message I propose to say—"Please convey to His Majesty the King this humble expression of the great appreciation of the Colony of Hongkong, represented by its Legislative Council, for His Most Gracious Majesty's sympathy for the catastrophe which has befallen the Colony, and inform His Majesty that his people here respond with feelings of deepest loyalty to his loving care of them in this their distress" (applause)

In conclusion, I would say that I am confident that the Colony will bear the trial that has come to it with that characteristic which was looked upon by the ancient Romans as the highest of virtues, and is certainly an attribute of every great people, including both the British and Chinese—I mean equanimity, or the equal mind. Hongkong has had a set-back, but this will, I feel sure, call forth additional energy and earnestness of purpose, so that it will not be long before it will have retrieved its losses and advanced further than ever toward its great commercial and civilising ends. (applause).

Hon. Dr Ho Kai said—Sir, I am sure members of the Council have listened with great interest to the various messages and telegrams sent to us condoling with us in our calamity, notably the gracious message of His Most Gracious Majesty the King, and also those from the Secretary of State, the Governor of Macao and Sir Henry Blake. We all deeply deplore the sad catastrophe, and I am sure, as Your Excellency has just mentioned, that the community will bear its losses of life and property with a resolute equanimity. At the same time it is well that those who are not able to help themselves and those who have suffered should have help from those able to afford it, and I am pleased indeed, Sir, that you have already appointed a relief committee which will at once take measures to dispense charity to those who have suffered. I am sure the members of that committee will work will all their might for the relief of the sufferers, and anything which the Gomment can do in the way of assisting will be, I am sure, appreciated by the whole of the Chinese community, which I have the honour to represent. Members of the Connoil must also join with Your Excellency in expressing deepest sympathy with Mrs Hoare in her great loss. The Bishop was a man very much respected by all who knew him and beloved by all who have been privileged to make his acquaintance or claim his friendship. To all those who have suffered losses, especially losses of relations and friends, we extend our sympathy, and I hope that in a very short time, when the committee gets to work, we shall be able to relieve many in distress.

Hon. Mr Hewett—Sir, after the remarks made by the senior unofficial member very little remains for me to say; but I think, representing the section of the community I have the honour to do in this Chamber, it is only fitting I should refer to some of points in Your Excellency's remarks. The loss to the Colony is, we all know, unfortunately very great, and the loss of life is terrible; but I feel confident that already the Colony is beginning to pull itself together, and that it will not be long before we get the whole of our business in the train of progress and that Hongkong will go on as if comparatively speaking there had been no such check. Your Excellency has referred to the question of appointing a commission to deal with the point raised very generally amongst the public as to whether earlier notice might have been given of the approaching storm by the Observatory and consequently a mitigation brought about of the great disaster which has befallen us. Holding the position I have the honour to do, I have made inquiries from certain experts competent to form an opinion, and feel quite confident that the finding of the commission will be that it will exonerate the Director and staff of the Observatory. I trust sincerely that this will be so, and firmly believe that it will. With regard to the relief fund, I am sure Your Excellency's proposal will meet with the most cordial support of the whole community. The committee will no doubt get to work at the earliest possible moment, for we all know that on occasions of this sort there is only one axiom to work upon and that is:

"THOSE WHO GIVE QUICKLY GIVE TWICE."

Your Excellency referred to the possibility of advances being made under certain conditions to former registered owners of cargo boats to enable them to recover themselves. The proposal is a sound one, and will receive the earnest consideration of the committee. It should result in great good to the native shipping population who have suffered so terribly in this disaster. Another point to which I must refer, and I feel justified in doing so, is the sympathetic remarks made by Your Excellency with regard to the loss of Bishop Hoare. I feel confident that I am as well qualified as any one in the Colony to endorse the remarks of Your Excellency and the senior unofficial member. I have had the honour of his friendship for nearly thirty years, and I am sure the community will endorse me when I say that he was an upright and God-fearing man, and that uprightly, sincerely and without fear or favour he carried out the work provided for him by his Master, and in the execution of which he lost his life. We join most sincerely in offering our sympathies to those who live to mourn his loss.

It is satisfactory in the trouble in which we find ourselves to find sympathy from outside. The gracious message of His Majesty I am sure will be received by the whole Colony with grateful affection. The messages from the Secretary of State, the Governor of Macao and Sir Henry Blake all express sympathy which we know is thoroughly sincere. I don't think it is necessary for me to add anything more. I am sure we are all deeply indebted to Your Excellency for the prompt manner in which you dealt with the disaster, and the steps you have taken to endeavour to mitigate the misfortunes of those who have suffered by it (applause).

His Excellency—It is not proposed to proceed with the business on the order of the day. The Council stands adjourned until Thursday next.

The following message has been received:

From Viscount Hayashi through Mr Kumabe, Imperial Japanese Consul:—"Convey to Sir Matthew Nathan expression of very sincere and profound sympathy at terrible catastrophe which visited Hongkong."

H.E. the Governor has asked Mr Kumabe to convey to Viscount Hayashi his sense of thanks for his very kind message of sympathy which will be very much appreciated by the Colony of Hongkong.

The Typhoon a Nemesis.

An intelligent Chinese gentleman came to the writer this morning with the following question—"Do you really think that the typhoon has been sent to the people of Hongkong by the idols because for some time more and more we have been indifferent in our duty of worshipping them, and have been listening to the words, and following the ways of foreigners?" Such was the question, and it would appear from his face as if he were not quite sure of his grounds, and half believed what others had been saying. At any rate this is what is being said by a section of the community, apparently the female part, and so the men listen and are half in doubt. It gives a glimpse into the working of the native mind, and leads us to see that the Chinese are thinking, and how in their own way they are comparing things which were with things that are, and at the same time, half doubtful in view of what has happened, whether they have been wise to heed the teachings and the manners of foreigners. Certainly the native mind has hitherto been taught to ascribe all these phenomena of nature to the direct volition of idols, and more especially the destructive portion thereof, and this terrible typhoon apparently has caused searchings of heart.

WEATHER REPORT.

The following notice is issued by Mr Figg, of the Hongkong Observatory:—

On the 20th at 3 p.m., Signal lowered.

On the 21st at 12.30 p.m.—The barometer has risen in Hongkong and Formosa, and fallen over S. Japan and the Philippines.

The typhoon probably reached the coast last night in the neighbourhood of Hainan.

This morning there are indications of new depression to the S.E. of Luzon.

Pressure is highest over E. Japan.

Gradients are slight over the China Coast except in the West.

Telegraphic communication between the Observatory and Hongkong continues interrupted.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.18 inches.

Forecast for the 24 hours ending at noon to-morrow.

FORECAST DISTRICT.

1.—Hongkong and Neighbourhood: E. winds, moderate; fair.

2.—Formosa Channel: N.E. winds, moderate.

3.—South coast of China between Hongkong and Lamocks: Same as No. 1.

4.—South coast of China between Hongkong and Hainan: S.E. and E. winds, decreasing.

CHAMBERLAIN'S PAIN BALM.

THIS liniment should occupy a prominent place in every home. It has no equal for its prompt cures of cuts, burns, bruises and sprains. For sale by all chemists and storekeepers.

THE LATE RT. REV. JOSEPH CHARLES HOARE, D.D.



THE BISHOP'S LAST CRUISE.

In reproducing the latest photograph of His Lordship the Bishop of Victoria whose sad and sudden death has been one of the most painful and tragic incidents in connection with the disaster in which the Colony was involved on the 18th instant, we do so with feelings of deep regret.

The whole community has been in a state of keen anxiety ever since the report of the wrecking of the houseboat "Pioneer" came to hand lest the Bishop, who was on board, should have been driven ashore on some out of the way place, but from the facts that are to hand we think we are right in assuming that His Lordship never reached land alive.

We have examined Kwong Tai, the head boat boy of the "Pioneer," and from what he says there does not seem to be a gleam of hope regarding the Bishop's safety.

Early on the morning of the fateful day the "Pioneer" was anchored at Sumching, and the Bishop expressed to Kwong Tai a wish to set out for Hongkong.

The boy regarded the weather as threatening and told His Lordship that "typhoon makee come."

His Lordship looked at the sky and said "Perhaps," but again asked if they could not set out. As is the case with all boat boys when brought face to face with necessity for a definite expression of opinion Kwong Tai remarked in the usual style "blong your pidgin; if you like"—meaning that if His Lordship commanded that sail should be set they would go.

His Lordship again studied the clouds and sea for a few minutes and said "I want to go to Hongkong," and the boys hoisted sail and at 6.30 the boat set out.

After half an hour there were signs of trouble, the wind increased in strength and the sea began to rise.

The Bishop remarked the change in the weather and asked the boy if there was a possibility of getting to shelter.

Here Kwong Tai was again reluctant to express an opinion and said that they might. Very few minutes had gone by, however, before the boy felt that they would be lucky if they could keep the boat afloat.

His Lordship, who was becoming increasingly anxious as to the irchance of escaping, again asked the boy if he thought he could manage the boat and the boy announced then that he thought the boat would go down. The sea was very big and the wind rising every minute.

Shortly after seven o'clock Kwong Tai lowered the mainsail and stowed it in the cabin, and the boat was then proceeding under the jib. This sail did not last long but tore away in a very short time. The No. 2 yacht boy and some of the students went forward to try and make it fast, whilst the Bishop and Kwong Tai held on to the tiller and tried to keep the boat's head to the wind. This was impossible.

The jib became unmanageable and was blown to shreds and the boat got completely out of hand. She rolled about first on the crest of waves then in the troughs, and seas broke completely over her. That doom was near at hand was obvious.

The Bishop said nothing but grimly held on and hoped that the storm would abate.

The students—there were four of them—were almost panic stricken and clung together in the forward part of the boat. The heavy spindrift and pouring rain blotted everything from sight and though it has been reported that the boat had been sighted by launches those on the "Pioneer" saw nothing of any other craft. They were, so far as they were concerned, alone on the waters.

When it became absolutely certain that the boat would go over Kwong Tai stripped off his clothes and urged the others do so. The Bishop was then on the starboard side of the boat, the port being down in the water, and in response to the urgings of the boy he took off his coat. He had no boots or socks on and was making preparations to swim when a heavy sea bowled the "Pioneer" over.

Just before this happened the Bishop prayed and the yacht boys crouched down and worshipped their joss.

The next moment all were in the water. The Bishop was seen to cling to the mizzen mast of the boat whilst several of the students were clinging to the main mast. The cabin top coming adrift the two boat boys clung to it and rapidly drifted from the hull of the "Pioneer" which had turned turtle. Then it was a struggle for life for three hours. With every wave the cabin top would turn over and shake the desperate boys loose. They would swim up to it again and would just be able to get breath when over it would roll again. Several times, Kwong Tai says, they gave up hopes of ever reaching land, but they were rapidly drifting towards Capsimun and so struggled on. Ultimately, as we have already recorded, they got ashore and walked to Laichikok, where they got on board the Standard Oil Company's launch and came to Hongkong.

Altogether there were on the "Pioneer" eight persons, the Bishop, four students, two boat boys and one cook.

His Lordship the Bishop was born at Ramsgate on Nov. 15, 1851, being the fourth son of the Rev. E. Hoare, Hon. Canon of Canterbury. He was married twice, his first wife being the daughter of Canon Patteson, and his second Miss Ellen T. Gough, the second marriage taking place in 1886. His Lordship was educated at Tonbridge School, and Trinity College, Cambridge. He was curate of Holy Trinity Church, Tunbridge Wells in 1874-5 and Principal of the Ningpo Training College from 1876 to 1878, when he came to Hongkong. His Lordship wrote several theological books and commentaries in Chinese.

Up to this afternoon no tidings of the Bishop's body had been received, and it is to be hoped that a systematic search of the coast line from Capsimun to Pirate Bay—where the "Pioneer" was found—will be shortly made. One launch with a number of volunteers on board could proceed and drop parties at several spots and they could thus quickly cover the ground. It will be necessary to examine every inch of ground, for whilst there are several small beaches there are miles of rocky coast where a body might be thrown up and never seen from the water. Failing any discovery on the mainland the small islands in the vicinity ought in turn to be visited. Each party could be armed with a gun and a shot fired if the body of his Lordship were found, thus saving exertion on the part of those searching elsewhere.

THE "SAINAM" PIRACY CASE.

Important Capture Made.

Though seven men have paid the penalty of their lives for complicity in this piracy case, and though others have been arrested, and will perhaps be proved guilty, the authorities are still busy, and have been rewarded, it is reported in the native press, with another very important capture. It is said that there are four or five societies which have mutual communications with each other, and though they live in different places they act together, and so manage to cover a wide area of district. Some of these gangs number but very few, but others are composed of several tens. The head of them all is a man not more than thirty years of age, who has a wife and children. His real name is Tse, but he is known by his nickname "Old Ricewater the Second." He is a native of Ko Iu, one of the counties at the North West of Canton. When the piracy was perpetrated on the "Sainam" though he was not present, he was implicated in the arrangements, and immediately took flight with his wife and children and hid himself in the crowded district of Kong-Moon, at a place called the "Shrine of the Four Holy Ones." But his place of hiding was suspected by some who had some inkling of his movements, and of his complicity in the piracy. Moreover his face was striking for it was sadly disfigured by sword scars, and could hardly be mistaken by those who knew him. The Ko Iu and the San Un magistrates combined together and offered three thousand dollars to any who would capture the renowned robber. The prospect of so large a reward roused the police to almost superhuman exertions, and these exertions have been rewarded. Two colonels with their men, having got an inkling of the whereabouts of the hiding spot of the robber, surrounded the place, and effected a capture. He was immediately pinioned and sent direct to Canton. Communication was at once opened with the Viceroy, and he has ordered that the prisoner be handed over to the Kwang-Chow Hip where he will be retained till his trial, which will be held almost at once. It seems, if these reports are correct, and there is no reason to doubt their substantial correctness, that an important capture has been effected, and that the execution of this Chief will tend to cripple the bands of robbers who have committed their depredations under Tse's direction and have carried out plans which his brain has conceived.

BY TELEGRAPH.

GERMANY AND TANGIER.

A SPECIAL MISSION.

(Exclusive Service, supplied by Reuter, via Bombay).

LONDON, September 20.

A Special German Mission will leave for Tangier on Saturday.

THE CUBAN STRIFE.

Mr TAFT AT HAVANA.

LONDON, September 19.

Secretary Taft and Mr Bacon have arrived at Havana and have visited President Palma.

The result of the interview is unknown.

RUSSIA.

FINNISH DIET CLOSED.

Plea For Co-operation.

(Exclusive Service, supplied by Reuter, via Bombay).

LONDON, September 20.

The Finnish Diet has been closed.

At the closing ceremony the Governor of Finland read a letter from the Czar promising reforms which would allay the discontent of the workers.

The letter further stated that the Czar hoped the Government and the citizens would co-operate under the new regime of popular franchise.

[REUTER'S SERVICE.]

Czar Still Cruising.

LONDON, September 19.

The Czar has prolonged his cruise, and will not attend the funeral of General Tropoff.

FOREST FIRE IN FRANCE.

LONDON, September 19.

A great forest near Cannes is on fire.

Already upwards of forty thousand acres have been burned.

Troops are endeavouring to limit the fire which is fanned by a high wind.

NEW STEAMSHIP LINE.

For the East.

LONDON, September 19.

A new British line of thirteen steamers has been formed to compete for the traffic between Hamburg and the Far East.

The first sailing will be on the 20th October.

Sailings will include Siam, Indo-China, Manila, Java, China, Japan, Dalny, and eventually Port Arthur, Vladivostock, Madagascar, Réunion, and Mauritius.

THE "MONGOLIA."

A Salvage Steamer Off.

LONDON, September 19.

The underwriters of the "Mongolia" have decided to despatch a Danish salvage steamer to the scene of the wreck.

The steamer will take a fortnight to arrive.

DISTURBANCES IN MOROCCO.

LONDON, September 19.

Serious disturbances have occurred at Casablanca, where the followers of Maclain, a fanatical sorcerer from Haham, have looted the French shops and endeavoured to raise an anti-Christian movement. Similar disturbances have taken place in the neighbourhood of Tangier. The French press urges the immediate establishment of the Franco-Spanish police force.

THE GARTER.

LONDON, September 19.

H. R. H. The Duke of Connaught has arrived at Karlsruhe where he invested the Grand Duke of Baden with the Order of the Garter.

INFANT MORTALITY.

THE attention of the Town Council at Johannesburg, Transvaal, was last year directed to the fact that out of eighty-four infants, who died in December, forty-four of them had died of dysentery. An investigation with a view of tracing the source of the disease was authorized. Under the best of conditions attacks of dysentery are very prevalent among children in warm weather, but in a large majority of cases the lives of the little ones can be saved by the use of Chamberlain's Colic, Cholera and Diarrhoea Remedy. This remedy always brings prompt relief, and has never been known to fail. For sale by all chemists and storekeepers.

NEW

CONNAUGHT HOTEL.

A

HIGH-CLASS HOTEL

UNDER STRICTLY AMERICAN MANAGEMENT.

HOT AND COLD WATER THROUGHOUT.

TABLE D'HOTE. CUISINE EXCELLENT.

COMMODIOUS ROOMS WITH EVERY COMFORT.

For Terms, apply to

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Hongkong, April 12, 1906. 700

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FOR THIS CLIMATE.

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PRICES FROM $390.

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HIRE FROM

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PURVEYORS TO HIS EXCELLENCY THE GOVERNOR OF HONGKONG.

BAKERS and CONFECTIONERS.

REFRESHMENTS for the HOT SEASON.

ASSORTED ICE CREAMS always on hand.

ICE CREAM SODA.

ICED SODA WITH

Fresh Lemon Juice.		Raspberry	Juice.
Strawberry	,,	Vanilla	,,
Pine Apple	,,	Red Berry	,,
Lime	,,	Bergamot Pear	,,
Sarsaparilla	,,	Ginger	,,
and Apricot Juice.			

Hongkong, May 26, 1906. 693

SECOND EDITION.

HISTORY OF THE CHURCHES OF INDIA, BURMA, SIAM, THE MALAY PENINSULA, CAMBODIA, ANNAM, THIBET, COREA AND JAPAN,

Entrusted to the Society of the 'MISSION ETRANGERES.'

Translated by EDWARD HARPER PARKER and

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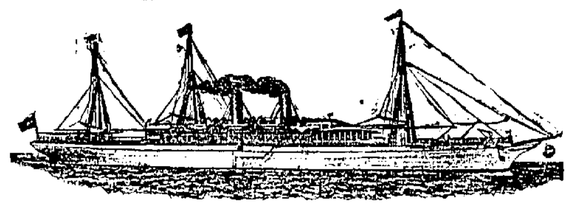
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATE named:

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, via Usual Ports of Call	DEVANHA ..... Capt T H ... R.N.R.	Noon, 22nd September.	*See Special Advertisement*
MARSEILLES, LONDON & ANTWERP, Via Suez Canal & Port Said	POCOTA ..... Capt W R Hewey	About 27th September.	Freight only.

E. A. HEWETT, *Superintendent.*
P. & O. S. N. Co.'s Office. 76

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY—SPEED—PUNCTUALITY.

The only Line that MAINTAINS a Regular Scheduled Service of 11 Days across the Pacific via the 'EMPRESS LINE.' Saving 5 to 10 Days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER. 18 DAYS HONGKONG to VANCOUVER

Proposed Sailings. (*Subject to Alteration*).

R.M.S.		Leave Hongkong	Arrive Vancouver
EMPRESS OF JAPAN	6000 Tons	Thursday, Sept 27	Oct. 15.
MONTEAGLE	6163 Tons	Wednesday, Oct. 3	Oct. 27.
EMPRESS OF CHINA	6000 Tons	Thursday, Oct. 25	Nov. 12.
TARTAR	4425 Tons	Wednesday, Oct. 31	Nov. 24.
EMPRESS OF INDIA	6000 Tons	Thursday, Nov. 22	Dec 10.
ATHENIAN	3882 Tons	Wednesday, Nov. 28	Dec 20.

EMPRESS Steamers will depart from Hongkong at 4 p.m.
Intermediate Steamers at 12 Noon

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Empress and at Quebec with the Company's new palatial 'EMPRESS' Steamships, 14,500 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 20 1/2 days from Hongkong.

Hongkong to London, 1st Class, ... via St. Lawrence £60. via New York £62.
Intermediate on Steamers. } £40. " " £42
" " " and 1st Class Railways. }

R.M.S. *MONTEAGLE*, *TARTAR* AND *ATHENIAN* Carry *INTERMEDIATE* Passengers only at intermediate rates, affording superior accommodation for that Class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, *Acting General Agent,*
CORNER PEDDER STREET and PRAYA, Opposite Blake Pier. 4

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	BINGO MARU, Tons 6,243, Capt. F. Sommer	WEDNESDAY, 3rd Oct., at Daylight.
	KAWACHI MARU, Tons 6,369, Capt. H. Petersen	WEDNESDAY, 17th Oct., at Daylight.
	AWA MARU, Tons 6,227, Capt. N. Trent	WEDNESDAY, 31st Oct., at Daylight.
VICTORIA, B.C., AND SEATTLE, WASH., Via KEELUNG, SHANGHAI, MOJI, KOBE AND YOKOHAMA.	† AKI MARU, Tons 6,444, Capt. M. Yagi	MONDAY, 15th Oct, at 4 p.m.
	† KAGA MARU, Tons 6,301, Capt. A. Christiansen	TUESDAY, 13th Oct., at 4 p.m.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	KUMANO MARU, Tons 5,076, Capt. Hunter.	SATURDAY, 29th Sept., at Noon.
	YAWATA MARU, Tons 3,817, Capt. W. Townsend	FRIDAY, 2nd Nov., at Noon.
BOMBAY, VIA SINGAPORE AND COLOMBO.	COLOMBO MARU, Tons 4,709, Capt. J. Nagao	TUESDAY, 25th September.
	BOMBAY MARU, Tons 4,625, Capt. K. Ishikawa	TUESDAY, 9th October.
NAGASAKI, KOBE AND YOKOHAMA.	YAWATA MARU, Tons 3,817, Capt. W. Townsend	WEDNESDAY, 3rd Oct., at Noon.
SHANGHAI & KOBE.....	TOTOMI MARU, Tons 3,412, Capt. A. Keith	SATURDAY, 22nd September.
KOBE AND YOKOHAMA...	SANUKI MARU, Tons 6,112, Capt. N. Mathieson	SATURDAY, 22nd September.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, *Manager.* 103

GREAT NORTHERN STEAMSHIP COMPANY

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MINNESOTA - DAKOTA

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BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG And SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'DAKOTA,' Captain E. FRANCKE..... { On TUESDAY, 16th OCTOBER, at Noon.
'MINNESOTA,' Captain J. H. RINDER. { On MONDAY, 3rd DEC., at Noon.

¶ Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

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EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	MENELAUS	27th September.
GLASGOW AND LIVERPOOL	NINGCHOW	27th "

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP...	CYCLOPS	25th September.
HAVRE, ROTTERDAM & LIVERPOOL...	KINTUCK †	30th "

* Taking Cargo for Liverpool at London Rates. † Via Bangkok.

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OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA

EASTWARD

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, VIA NAGASAKI AND YOKOHAMA	NINGCHOW	22nd September

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA AND PACIFIC COAST		

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents. 18

CHINA NAVIGATION CO., LD.

FOR	STEAMER	TO SAIL
YOKOHAMA & KOBE	CHINGTU	22nd September.
SHANGHAI	SHAOHSING †	24th September.
MANILA	TEAN *	25th September.
TIENTSIN	JIANGCHOW	24th September.
SHANGHAI	KIUKIANG †	27th September.
SHANGHAI	YOCHOW †	28th September.

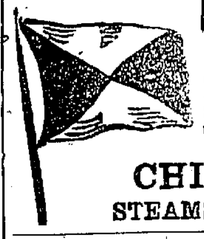
* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtsze & Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

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Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships.—Electric Light—Perfect Cuisine—**Surgeon** and **Stewardess** carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	*Tons.*	*Captains.*	*For*	*Sailing Dates.*
RUBI	2540	R. Almond	Manila direct	Monday, Sept. 24, at 5 p.m.
ZAFIRO	2540	R. Rodger	Manila direct	Saturday, Sept. 29, at Noon.

For Freight or Passage, apply to
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AMERICAN ASIATIC STEAMSHIP COMPANY

FOR NEW YORK, via PORTS AND SUEZ CANAL.
(WITH LIBERTY TO CALL AT THE MALABAR COAST).

TO SAIL

S.S. SOUTH AMERICA.....About 10th October, 1906.

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BY J. A. L.

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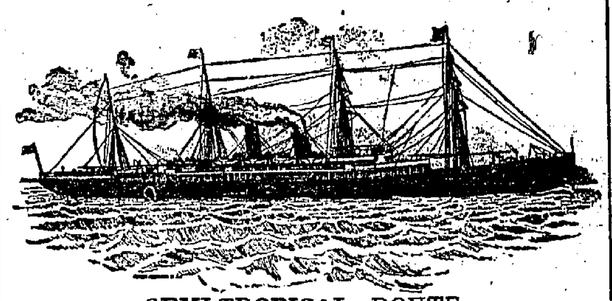
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Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU, on OAHU, the most fertile and beautiful island of the PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

COPTIC	9,000 Gross Tons	...MONDAY,	24th Sept., at Noon.
* HONGKONG MARU	11,000	...TUESDAY,	2nd Oct., at Noon.
* KOREA	18,000	...FRIDAY,	12th Oct., at Noon.
* AMERICA MARU	11,000	...TUESDAY,	23rd Oct., at Noon.
* SIBERIA	18,000	...TUESDAY,	30th Oct., at Noon.
CHINA	10,200	...TUESDAY,	6th Nov., at Noon.
* MONGOLIA	27,000	...TUESDAY,	13th Nov., at Noon.
* NIPPON MARU	11,000	...TUESDAY,	20th Nov., at Noon.
DORIC	9,500	...FRIDAY,	30th Nov., at Noon.

* Twin Screws.

RECORD FAST TRIPS.

Yokohama to San Francisco.....s.s. KOREA, 18,000 tons. September 16-27th 1905; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu.....s.s. SIBERIA, 18,000 tons. August 16th-20th, 1905; 4 days, 19 hours.

San Francisco to Yokohama.....s.s. SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1905, 13 days, 13 hours.

Yokohama to San Francisco.....s.s. SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905 10 days, 10 hours and 29 minutes.

THE O. & O. Steamship COPTIC will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on MONDAY, the 24th September, 1906, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further Information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, *Agent.* 21

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SAILINGS FROM HONGKONG, VIA INLAND SEA OF JAPAN, via MOJI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON,

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.	TONS.	CAPTAIN.	TO SAIL ON.
NOMANTIA	4379	FELDTMANN	Oct. 5, at Daylight.
ARABIA	4483	METZENTHIN	Nov. 6, at Daylight.
ARAGONIA	5198	ERNST	Nov. 19, at Daylight.
NIKOMEDIA	4370	C. MEISSNER	Dec. 4, at Daylight.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

2 S. SILVERSTONE, *Agent.*

INDO-CHINA STEAM NAVIGATION CO., LD

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL,
* SINGAPORE, PENANG AND CALCUTTA	*FOOKSANG*...	SATURDAY, 22, at 3 P.M. Sept.
* TIENTSIN, VIA SWATOW AND CHEFOO	*CHIPSHING* ...	SUNDAY, Sept. 23, Daylight.
† SHANGHAI	*KWONGSANG*...	MONDAY, Sept. 24, at 4 P.M.
* SINGAPORE, PENANG AND CALCUTTA	*KUTSANG*	THURSDAY, Sept. 27, at 3 P.M.

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze Ports.

‡ Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

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VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	*Tons.*	*Captains.*	*To Sail.*
* TYRA	4417	G. V. Williams	29th September.
SHAWMUT	2608	E. V. Roberts	24th October.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The Twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior Accommodation for First and Second Class Passengers. The large size of these vessel ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

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Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship *DEVANHA*, Captain T. H. HIDE, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 22nd September, at NOON, taking Passengers and Cargo for the above Ports in connection with the Company's Steamship *China*, 7,912 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the S.M.S. *Arabia*, due in London on the 3rd November, 1906.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to
K. A. HEWETT,
Superintendent.
Hongkong, September 8, 1906. 1765

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship LIGHTNING, Captain J. G. SPENCE, will be despatched for the above Ports on TUESDAY, the 25th inst., at Noon.

For Freight or Passage, apply to
D. SASSOON & Co., LD.,
Agents.
Hongkong, September 20, 1906. 1825

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR
SHANGHAI, TSINGTAU, NAGASAKI, HIOGO AND YOKOHAMA.

THE Steamship PRINZ LUDWIG, Captain VON BINZER, will be despatched for the above places on or about TUESDAY, the 25th of September.

For further Particulars, apply to
NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.
Hongkong, September 7, 1906. 1760

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME and TRIESTE Direct, Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ AND PORT SAID.

(Taking cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship SILESIA, Captain STABILE, will be despatched, as above on THURSDAY, the 27th inst.

This Steamer has capital accommodation for passengers, Electric Light and carries a Doctor.

For information as to Passage & Freight, apply to
SANDER, WIELER, & CO.,
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Princes' Building.
Hongkong, September 4, 1906. 1743

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at MANILA, TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship AUSTRALIAN, Captain ST JOHN GEORGE, will be despatched as above on SATURDAY, the 29th September, at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, September 6, 1906. 1762

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SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG & CALLAO & IQUIQUE, VIA JAPAN PORTS.

Will be sent to VALPARAISO if sufficient inducement.

THE Steamship KASATO MARU Tons 6000, will be despatched for Salina Cruz, Callao, and Iquique, via Japan Ports, on ——.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

For further information, apply to
K. MATSDA, *Manager,*
York Building.
Hongkong, August 24, 1906. 1

VIEWS OF DISASTER

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TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO		Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON		Due at MARSEILLES (Brindisi 2 days earlier)	Due at PLYMOUTH London 1 day later)
	TONS	Noon Sat'day		TONS	Sunday,	Saturday,
DEVANHA	8000	Sept. 22	CHINA	8000	Oct. 21	Oct. 28
* OCEANA	7000	Oct. 6	INDIA	8000	Nov. 3	Nov. 10
DELHI	8000	Oct. 20	MONGOLIA	10000	Nov. 17	Nov. 24
SIMLA	6000	Nov. 3	BRITANNIA	7000	Dec. 1	Dec. 8
DELTA	8000	Nov. 17	MOOLTAN	10000	Dec. 15 1907	Dec. 22 1907
MALTA	6000	Dec. 1	HIMALAYA	7000	Dec. 29	Jan. 5
DEVANHA	8000	Dec. 15	MOLDAVIA	10000	Jan 12	Jan. 19
DELHI	8000	Dec. 29	VICTORIA	7000	Jan. 26	Feb. 2
ARCADIA	7000	Jan. 12, 1907	CHINA	8000	Feb. 9	Feb. 16

* The 'Oceana' proceeds through, and takes passengers for MARSEILLES and LONDON without transhipment.

Passengers change steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID

Accommodation in the connecting steamer from COLOMBO is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following:

INTERMEDIATE (NON-TRANSHIPMENT) **STEAMERS**

WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	TONNAGE	Leave HONGKONG about		Due at LONDON about	
† MANILA	4500	Oct.	24	Dec.	10
* NILE	7000	Nov.	7	Dec.	24
† CEYLON	4500	Nov.	21	Jan.	7
* SUMATRA	5000	Dec.	5	Jan.	21
* NAMUR	7000	Jan.	2	Feb	18
* NUBIA	6000	Jan	16	Mar	4
BORNEO	5000	Jan			18

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

† Carry only First Saloon Passengers.

* Carries 1st and 2nd Saloon Passengers.

For Passage, Apply to

E. A. HEWETT,
Superintendent.

2221

HAMBURG-AMERIKA LINIE.

EAST ASIATIC SERVICE.

HOMELINE.

OUTWARD.

Steamers.	Destination.	To Sail.
BRISGAVIA	SHANGHAI, KOBE & YOKOHAMA.	28th Sept.
HABSBURG	SHANGHAI, YOKOHAMA & KOBE.	29th Sept.
SEGOVIA	YOKOHAMA & KOBE.	Beginning of Oct.
SITHONIA	SHANGHAI, KOBE & YOKOHAMA.	14th Oct.
C. FERD. LAEISZ	SHANGHAI, YOKOHAMA & KOBE.	28th Oct.
ANDALUSIA	SHANGHAI, KOBE & YOKOHAMA.	13th Nov.
AMBERIA	SHANGHAI, YOKOHAMA & KOBE.	27th Nov.

HOMEWARD.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS), also via ADEN or PORT SAID by the 'ARABIC PERSIAN SERVICE' to ARABIAN and PERSIAN GULF PORTS.

Steamers.	Destination.	To Sail.
LIBERIA, Capt. Kier,	FIUME & TRIESTE, via Singapore, Penang & Colombo.	25th Sept.
SENEGAMBIA, Capt. Peter.	HAVRE, ANTWERP & HAMBURG, via Singapore, Penang & Colombo.	10th Oct.
SUEVIA, Capt. Kunisel.	HAVRE, BREMEN AND HAMBURG, via Singapore, Penang & Colombo.	16th Oct.
* HABSBURG, Capt. Filler.	NAPLES, HAVRE AND HAMBURG, via Singapore, Penang & Colombo.	2nd Nov.
BRISGAVIA, Capt. Hildebrandt.	HAVRE, & HAMBURG, via Singapore, Penang & Colombo.	16th Nov.
* SITHONIA, Capt. Brehmer.	HAVRE & HAMBURG, via Singapore, Penang & Colombo.	30th Nov.
RHENANIA, Capt. von Hoff.	NAPLES, HAVRE & HAMBURG, via Singapore, Penang & Colombo.	14th Dec.

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabins amidship. Lighted throughout by electricity, duly qualified Doctor and Stewardess on board. Laundry on board.

Taking through cargo to Fiume, Venice, etc. The ship will have a quick despatch at Singapore and Colombo.

COAST SERVICE.

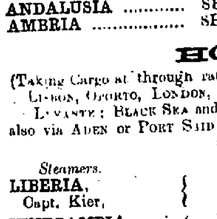
DAPHNE	NAGASAKI AND VLADIVOSTOCK.*	Beginning of October. Freight & Passengers.
‡ KOWLOON	SHANGHAI AND CHINKIANG.	To follow. Freight & Passengers.
‡ LYDIA	SHANGHAI AND CHINKIANG.	To follow. Freight & Passengers.

* ‡ Taking Cargo at through Rates to TSINGTAU and CHEMULPO.

For Freight and Passage, apply to

For Steamers of the Coast Service marked ‡ to SIEMSSEN & CO.

HAMBURG AMERIKA-LINIE
HONGKONG OFFICE. 313



OSAKA SHOSEN KAISHA.

REGULAR STEAM-SHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

THE Co.'s S.S.	For	LEAVING
JOSHIN MARU, Capt. A. OHTA,	TAMSUI, Via SWATOW AND AMOY,	SUNDAY, Sept. 23, at 10 a.m.

These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtsze & Northern China Ports.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at SECOND FLOOR, No. 1, QUEEN'S BUILDINGS.

T. ARIMA, *Manager.*

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Shipping.



IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD,—BREMEN.

EUROPEAN LINES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG

STEAMERS WILL ALSO CALL AT *GIBRALTAR* AND *SOUTHAMPTON* TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICHN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES. 1906.	
PRINZ HEINRICH	WEDNESDAY,	26th Sept.
GNEISENAU	WEDNESDAY,	10th Oct.
PRINZ LUDWIG	WEDNESDAY,	24th Oct.
PRINZESS ALICE	WEDNESDAY,	7th Nov.
ROON	WEDNESDAY,	21st Nov.
BUELOW	WEDNESDAY,	5th Dec.
PRINZ REGENT LUITFOLD	WEDNESDAY,	19th Dec.
	1907.	
PRINZ RITEL FRIEDRICH	WEDNESDAY,	2nd Jan.
SEYDLITZ	WEDNESDAY,	16th Jan.

ON WEDNESDAY, the 26th day of September, 1906, at NOON, the Steamship PRINZ HEINRICH, Captain GROSCH, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 24th September, Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 25th September, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 25th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2 50, and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG;

	1st Class	2nd Class	3rd Class
To **Naples, Genoa** AND **Gibraltar** ...	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
RETURN	91. 0. 0.	63. 0. 0.	33. 0. 0.
To **Southampton, London, Bremen** AND **Hamburg**	65. 0. 0.	44. 0. 0.	24. 0. 0.
RETURN	97. 0. 0.	66. 0. 0.	36. 0. 0.
* To **New York**, VIA **Suez, Via Naples, Genoa or Gibraltar**	84. 0. 0.	44. 0. 0.	26. 0. 0.
RETURN	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA **Bremen or Southampton** ...	68. 0. 0.	46. 0. 0.	27. 0. 0.
RETURN	123. 0. 0.	83. 0. 0.	49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa, or Gibraltar and travelling to Bremen or Southampton overland, **the same rates to be applied as via Naples, Genoa or Gibraltar,** but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR Via INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from **Singapore to Calcutta** instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.—

INTERRUPTION OF THE VOYAGE IN EGYPT

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from **Alexandria,** to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—

(SUBJECT TO ALTERATION).

STEAMERS.		SAILING DATES.	
PRINZ SIGISMUND	3302 tons	TUESDAY, 16th Oct.,	1906.
WILLEHAD	4763 tons	TUESDAY, 13th Nov.,	,,
PRINZ WALDEMAR	3227 tons	TUESDAY, 18th ———	,,

ON TUESDAY, the 18th day of September, at NOON, the STEAMSHIP PRINZ WALDEMAR, Captain WAETEMAS, with Mails, Passengers, and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
To MANILA	$50.—	$30.—	$20.—	return $80.—	$50.—
To NEW GUINEA	£28.—	£18.10	£14.00	return £42.—	£27.15
To BRISBANE	£30 —	£20.—	£14.—	return £54.—	£36.—
To SYDNEY	£33.—	£23.—	£15.—	return £59.10	£41.10
To MELBOURNE	£34.10	£24.10	£16.—	return £62.5	£44. 5
To YOKOHAMA	$ 80.00	$ 60.00	$ 40.00	return $170.00	$120.
To KOBE	$ 95.00	$ 70.00	$ 50.00	return $170.00	$129.
To YOKOHAMA & back from KOBE to HONGKONG	$140.00	$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG — 1ST CLASS

To **Europe** VIA **Australia and Colombo** by Imperial Mail Steamer ... ... £97.0. 0.

To **Europe** VIA **Australia and America** ... ... 96. 0. 0.

(from Australia to New York via Vancouver by the C. P. R. Co.'s steamers and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd.)

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT	1906.
YOKOHAMA & KOBE,	PRINZ LUDWIG	WEDNESDAY,	Sept 26.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ SIGISMUND	WEDNESDAY,	Sept. 26.
Do	PRINZESS ALICE	WEDNESDAY,	Oct. 10.

* Reaching Yokohama in less than 6 Days.

TRANSPACIFIC THROUGH TICKETS FROM HONGKONG,

via Vancouver or San Francisco to **NEW YORK** by the C. P. R. Co's steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from **NEW YORK** to **EUROPE** by the Magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:—

	1st Class
to London via Plymouth or Southampton	£82. 0. 0.
to Bremen	83. 10. 0.
to Paris via Cherbourg	85. 0.
to Naples, Genoa, via Gibraltar	85 0. 0.

Norddeutscher Lloyd.

For further Particulars, apply to

MELCHERS & CO., *Agents.*

WEEKLY NEWS FOR HOME.

The Overland China Mail

Published to suit the Departure of each English and French Mail Steamer to Europe.

FULL REPORTS

AND ALL THE LATEST INTELLIGENCE (Commercial, Shipping, etc.)

$17 per Annum (including Postage).

'CHINA MAIL' OFFICE, 5, WYNDHAM STREET HONGKONG.

THE HONGKONG DOCKS.

A Record of the Founding and Development of the Hongkong and Whampoa Dock Co., Limited.

Reprinted from the 'CHINA MAIL.'

Price .....Fifty Cents.

To be had at the 'China Mail' Office 5 Wyndham Street.

BY WHARF AND WAVE.

From the trade and navigation returns recently published it appears that during the past seven months England has exported two warships, of 18,533 tons displacement, valued at £2,800,080; 229 steamers, of 218,306 tons gross, valued at £3,498,101; 21 sailing-ships, of 1,658 tons gross, valued at £26 357, and 358 boats, of 5,581 tons, and valued at £55,875. The total value of the new ships exported in the seven months amounts to £6,380,333, compared with £2,381,459 in the corresponding period of last year, and £2,565,623 in 1904.

The docking of the battleship "Hibernia" in one of the new docks on August 10 marked the completion and inauguration of Keyham Dockyard extension at Devonport, executed under the Naval Works Act of 1895. Covering an area of 120 acres, the works, which have been 10 years under construction, comprise a tidal basin, a closed basin, and three dry docks. The open basin is 10 acres in area, with a depth of 55 feet and 2,100 feet of quayage, while the closed basin has an area of 35½ acres and 4,500 feet quayage. The dry docks are among the largest in the world, and can accommodate the biggest ships afloat. The closed basin has an entrance lock which can also be used as a dock. Two of the docks are fitted with caissons, by means of which they can be divided into smaller docks. Part of the site was under water when the work was commenced, some 80 acres being covered with mud, varying in depth from 30 feet to 100 feet. These works make Devonport Dockyard in point of equipment the largest and best in the world. They have been executed by Sir John Jackson at a cost of between £5,000,000 and £6,000,000 sterling.

The Disabled Segovia.

The disabled Hamburg Amerika steamer "Segovia," was lying at No. 1 Section at Tanjong Pagar on September 9. As previously reported the steamer was about 25 miles away from Singapore, in the vicinity of the Horsburg Light, when she broke down. The tail shaft of the "Segovia" broke and the stern tube got rather badly damaged. The cable was dropped and showed 90 fathoms of water, and for several hours the "Segovia" drifted before she could anchor for the night. The weather was calm and the water smooth and there was no danger. The following morning (Saturday) the German steamer "Bangkok" went out to tow the crippled boat into port. The task did not prove a particularly easy one. At 6.15 a.m. the smaller vessel had only commenced to get the "Segovia" on the move, when heavy weather set in and the strain on the rope was very considerable. In an hour or two, however, the sea quietened and the "Segovia" was brought safely into port about 12 o'clock. Tanjong Pagar tugboats took her up to the berth.

The damaged German steamer carries a spare tail shaft, but she will probably have to remain in dock for about three weeks, until the repairing work is completed and she able to resume her interrupted journey to the north. She has on board a general cargo of 6,000 tons, and half of this will have to be discharged. The "Segovia's" two passengers were taken on to Singapore on September 7 by the s.s. "Amherst."

Shipping.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship **SALAZIE,** Captain AILLAND, will be despatched for MARSEILLES on TUESDAY, the 2nd October, 1906, at 1 P.M.

Passage Tickets and through Bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next Sailings will be as follows:—

S.S. OCEANIEN	Oct.	16, 1906.
S.S. TOURANE	Oct.	30, 1906.
S.S. TONKIN	Nov.	13, 1906.
S.S. ARMAND BEHIC	Nov.	27, 1906.
S.S. ERNEST SIMONS	Dec.	11, 1906.

G. DE CHAMPEAUX,
Agent.

Hongkong, September 19, 1906. 1815

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

With Liberty to Call at MALABAR COAST

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	To SAIL.	1906.
ERROLL	About Oct.	2

For Freight and further information, Apply to

DODWELL & CO., LTD.,
Agents.

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A RAMBLE THROUGH SOUTHERN FORMOSA:

By G. TAYLOR, I. M. Customs.

With Woodcuts

[Reprinted from the *China Review.*]

One of the Best Sketches of Formosa Life yet written.

Price ... ... 50 Cents.

CHINA MAIL' Office, 5 Wyndham Street Hongkong.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL	$10,000,000
RESERVE FUND— Sterling Reserve, $10,000,000 Silver Reserve ... 10 250,000	$20,250,000
RESERVE LIABILITY OF PROPRIETORS	$10,000,000

COURT OF DIRECTORS:—

A. HAUPT, Esq.—Chairman.

G. H. MEDHURST, Esq.—Deputy Chairman

G. Balloch, Esq. — D. M. Nissim, Esq.
E. Goetz, Esq. — A. J. Raymond, Esq.
Hon. Mr W. J. Gresson. — R. Shewan, Esq.
C. R. Lenzmann, Esq. — N. A. Siebs, Esq.
H. E. Tomkins, Esq.

ACTING CHIEF MANAGER:
Hongkong—H. E. R. HUNTER.

ACTING MANAGER:
Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY BANKING CO., LD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:—

For 3 months 2½ per cent per annum.
„ 6 „ 3 „ „
„ 12 „ 4 „ „

H. E. R. HUNTER,
Acting Chief Manager.

Hongkong, September 17, 1906. 66

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application

INTEREST on deposits is allowed at 3½ PER CENT. per annum. Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,

H. E. R. HUNTER,
Acting Chief Manager.

Hongkong, May 30, 1906. 1617

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL	£1,500,000
SUBSCRIBED	£1,125,000
PAID UP	£ 562,500
RESERVE FUND	£ 135,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily Balance.

ON FIXED DEPOSITS:—

For 12 Months ... 4 %
„ 6 „ ... 3½ %
„ 3 „ ... 2½ %

E. ORMISTON,
Manager.

Hongkong, April 21, 1906. 42

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

CAPITAL SUBSCRIBED	YEN 5,000,000.
CAPITAL PAID-UP	YEN 2,500,000.

HEAD OFFICE:—TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:

Amoy.	Kobe.	Tainan.
Anping.	Nagasaki.	Tamsui.
Foochow.	Osaka.	Tokio.
Keelung.	Shanghai.	Yokohama.

HONGKONG OFFICE:
3, DES VŒUX ROAD.

Interest allowed on Current Account. Deposits received on terms which may be learnt on application.

D. TOHDOW,
Manager.

Hongkong, July 1, 1906. 216

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP	£800,000
RESERVE LIABILITY OF SHAREHOLDERS	£800,000
RESERVE FUND	£975,000

INTEREST allowed on Current Account at the rate of 2 % per annum on the Daily balances.

On Fixed Deposits for 12 months 4 %
„ „ „ 6 „ 3½ %
„ „ „ 3 „ 2½ %

T. P. COCHRANE,
Manager.

Hongkong, May 17, 1906. 46

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY)

ESTABLISHED 1824.

PAID-UP CAPITAL	Fl. 45,000,000 (£3,750,000).
RESERVE FUND	Fl. 5,000,000 (£ 417,000).

HEAD OFFICE IN AMSTERDAM.
HEAD AGENCY:—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Passeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja, (Acheen) Telok-Semawe, (Acheen) Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.

LONDON BANKERS:—The Union of London and Smith's Bank, Limited.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED

On Current Accounts 2% per Annum on daily balances.

Fixed Deposits 12 months 4½% per Annum.
Do. 6 months 4 % Do.
Do. 3 months 3½% Do.

L. ENGEL, *Agent.*

Hongkong, February 28, 1906. 416

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

HEAD OFFICE:—HONGKONG.

AUTHORISED CAPITAL	£699,475.
PAID-UP CAPITAL	£242,718.
CAPITAL RESERVE FUND	£ 12,735.
RESERVE FUND	$150.000

INTEREST allowed on Current Account at the Rate of 2% per annum on the Daily Balances.

On Fixed Deposits for 12 month 5 per cent.
„ „ „ „ 6 „ 4 „
„ „ „ „ 3 „ 3 „

G. C. MOXON,
Managing Director.

Hongkong, September 14, 1906. 802

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS AUTHORISED	GOLD $10,000,000
CAPITAL, PAID-UP	GOLD $ 3,250,000
RESERVE FUND	GOLD $ 3,250,000

HEAD OFFICE—NEW YORK.
LONDON OFFICE—THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
National Provincial Bank of England, Ltd.
Union of London and Smith's Bank, Ltd.
British Linen Company Bank.

BRANCHES & AGENTS ALL OVER THE WORLD.

THE Corporation Transacts every description of Banking and Exchange business, receives money in Current Account and accepts Fixed Deposits at the following rates:—

For 12 months 4½ per cent per annum.
For 6 „ 4 per cent per annum.
For 3 „ 3 per cent per annum.

No. 9, QUEEN'S ROAD CENTRAL, HONGKONG.

H. PINCKNEY,
Manager.

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THE YOKOHAMA SPECIE BANK, LIMITED,

ESTABLISHED 1880.

CAPITAL SUBSCRIBED	Yen 24,000,000
CAPITAL PAID-UP	„ 21,000,000
CAPITAL UNCALLED	„ 3,000,000
RESERVE FUND	„ 10,300,000
SPECIAL RESERVE FUND	„ 1,000,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:

TOKIO.	KOBE.	NAGASAKI.
LONDON.	LYONS.	NEW YORK.
SAN FRANCISCO.	HONOLULU.	BOMBAY.
SHANGHAI.	TIENTSIN.	NEWCHWANG.
DAINY.	PEKING.	MUKEN.
PORT ARTHUR.	CHEFOO.	TIE-LING.
OSAKA.		

LONDON BANKERS:
The London Joint Stock Bank, Limited,
Parr's Bank, Limited,
The Union of London and Smiths Bank, Limited.

HONGKONG BRANCH—Interest allowed.

On Current Account at the Rate of 2% per annum on the daily balance.

On fixed deposits for 12 months, 5% per annum.

On fixed deposits for 6 months, 4% per annum.

On fixed deposits for 3 months, 3% per annum.

TAKEO TAKAMICHI,
Manager.

Hongkong, May 14, 1906. 5

ADVERTISE

ADVERTISE

ADVERTISE

'The Life of Trade.'

A ONE-TIME order, like one blow of the hammer on the head of the nail, makes an impression, but it is only the continuous insertion of the advertisement, like the continuous pounding on the head of the nail, that drives the argument home and clinches it.

The BEST Medium for Advertising is

THE

China Mail.

Read by all Classes in the Colony and undoubtedly the

POPULAR & LEADING PAPER.

Established over Half-a-Century.

CORRESPONDENCE.

INDIAN HELPERS.

(*To the Editor of the* 'CHINA MAIL.')

SIR,—In the various reports of the Typhoon I did not come across any mention of the Indian civilians who rendered good service to the struggling boatmen in different parts of the harbour, especially at East Point. It is to be hoped that the names of the Chinese and foreigners who took part in this humane work be ascertained and published if only *pour encourager les autres*.

I beg to enclose my little towards the Fund which you have so promptly started.

Yours faithfully

INDIAN SYMPATHISER.

SPORTING.

Swimming the Harbour.

The race across the harbour for the prizes presented by the CHINA MAIL has been postponed on account of the polluted condi[illegible]

Cricket.

HONGKONG CRICKET CLUB.

The match Probables v. Possibles postponed from Saturda[illegible] the 15th instant will be played [illegible] commencing at [illegible] sharp.

PROBABLES.	POSSIBLES.
R. Hancock,	G. E. Morell,
W. C. D. Turner	T. Sercombe Smith
T. E. Pearce.	E. A. Fowler,
H. W. Woodward	Walter Daniel,
C. H. Mackay.	R. A. B. Ponsonby
H. E. Stanger Leathes, R.M.	W. J. Daniel
W. A. Powell,	W. Peake,
R. E. O. Bird	Lt. Hope, R.A.
W. E. Dixon,	Lt. Graham, R.W.K.
Capt. H. W. Smith	Dr. Kerrick, R.G.
Lt. Lucy, R.A.	A. [illegible]



SPLITTING HEADACHES

AND OTHER AILMENTS RESULTING FROM ANÆMIA CURED IN RANGOON BY

DR WILLIAMS' PINK PILLS.

MRS D. Wilkins resides at 17, 49th Street, Rangoon. Her husband is connected with the Rangoon Port Trust.

'It was whilst living in Ceylon some years ago that I first became Anæmic,' said Mrs Wilkins. 'Most parts of the Island are healthy enough but the hot damp climate of Colombo where we resided is very trying to ladies. The symptoms in my case were severe headaches, pains in the back and side, faint feelings accompanied with dizziness, loss of appetite, and a sense of such constant weariness that I felt as tired and worn out in the morning after rising as I did at night. Sometimes I had Indigestion; my hands and feet used to be cold. there were dark marks under my eyes, and often the Headaches from which I suffered so terribly, and which felt like Neuralgia, were so bad that I had to shut up the shutters in the room to keep out the light and lie down

'I tried many different kinds of remedies but nothing permanently helped me, even doctors' medicines were only temporary in their effects. It was because of the good account of Dr Williams Pink Pills for Pale People given to me by other ladies that I tried these Pills. They cured me. Almost from the first their good effects were noticeable, and after I had used them regularly for some little while I found that the Headaches and other pains had ceased, my blood was restored to good condition, my appetite was good, in fact all the symptoms of ill-health had disappeared.

Not only for women, but for men and children also, are Dr Williams' Pink Pills valuable. This has been proved by countless instances of cures published in the newspapers. These Pills have cured anæmia, indigestion, liver complaint, palpitations, eczema and skin disorders, neuralgia, St. Vitus' dance, rheumatism, sciatica, paralysis, locomotor ataxy, beri-beri, and ladies' ailments. But only the genuine pills cured—those labelled in full, 'Dr Williams' Pink Pills for Pale People.' Imitations and substitutes are useless. The genuine Pills are obtainable from most leading chemists and storekeeper, also direct from the Dr Williams' Medicine Co., Singapore, who send six bottles for eight dollars or one bottle for a dollar and a half post free to any address.

PNEUMONIA.

THIS disease always results from a cold or from an attack of influenza. Chamberlain's Cough Remedy quickly cures these ailments and counteracts any tendency toward pneumonia. It is made especially for these and similar ailments and can always be depended upon. For sale by all chemists and storekeepers.

Hongkong Register.

	Previous day at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.75	29.69	29.76
Temperature	88	82	80
Humidity	56	79	87
Direction of Wind	N	ESE	SE
Force	1	8	4
Weather	o	oq	oq
Rain	—	1.67	—

Highest open air temperature on the 19th 89
Lowest open air temperature on the 19th.......78

F. G. FIGG, *First Assistant*.
Hongkong Observatory, Sept. 20, 1906.

Temperature.

HONGKONG, September 21.

BAROMETER—	9 A.M.	...	29.90
Do.	1 P.M.	...	29.90
Do.	4 P.M.	...	29.86
THERMOMETER—	9 A.M.	...	82
Do.	1 P.M.	...	83
Do.	4 P.M.	...	83
Do. (Wet bulb)	9 A.M.	...	79
Do. Do.	1 P.M.	...	79
Do. Do.	4 P.M.	...	79
Do. Maximum	...	...	83
Do. Minimum over night	...	...	77

To-day's Advertisements

THE PEAK CHURCH.

NOTICE.

THE COMMITTEE of the PEAK CLUB have decided to POSTPONE the BAND PERFORMANCE which had been arranged for Saturday, the 22nd inst. A Notification will be sent later to the Members as to the date on which it will take place

C. G. PRITCHARD, Major,
Hon. Sec., Peak Club.

Hongkong, Sept. 21, 1906. 1835

SALVAGE MATERIAL FOR SALE

ONE 8" CENTRIFUGAL PUMP with WESTINGHOUSE ENGINE, SUCTION and DISCHARGE PIPES and BENDS.

Three large collision Mats of Canvas felt and Coir Matting.

200 feet 6 inch flexible Rubber Suction Hose.

One Pulsometer and Pipes.
One Boiler with Water Tank.
One Hand Pump.
Blocks, Slings, Bolts, Nails, Dogga, &c.

Apply WILKS & JACK,
5, Queen's Road Central.

Hongkong, September 21, 1906. 1836

NOTICE TO MARINERS.

No. 271 (SPECIAL)

CHINA SEA.

SHANGHAI DISTRICT.

SOUTH CHANNEL ENTRANCE TO THE YANGTZE.

CHANGES IN THE POSITIONS OF THE TUNGSHA AND KIUTOAN LIGHT-VESSELS.

NOTICE IS HEREBY GIVEN that in consequence of changes having taken place in the South Channel, the Tungsha and Kiutoan Light-vessel will be shifted as follows, on or about the 15th November next:—

TUNGSHA LIGHT-VESSEL will be shifted 0.6 miles S. 42-1/2° W. from her present position and will mark the north side of the channel as at present.

KIUTOAN LIGHT-VESSEL will be shifted 0.45 miles N. 44° E. from her present position *and will then mark NORTH side of the Channel*.

CAUTION: Captains and Pilots should exercise caution on the date given for making these changes to avoid passing to the northward of the Kiutoan after she is in her new position.

BEARINGS when the Light-vessels are in the new position:—

From Fairway Bell Gas buoy to Tungsha N. 49-1/2° W.

From Tungsha to Fairy Wreck and Kiutoan N. 57° W.

From Kiutoan to S.E. Knoll Gas-buoy N. 38° W.

All bearings given are magnetic.

T. J. ELDRIDGE,
Acting Coast Inspector.

Coast Inspector's Office,
Shanghai, September 21, 1906. 1833

TO LET.

WELL FURNISHED ROOM, with large Verandah and Bathroom attached, suitable for young married couple or two Single Gentlemen, Upper Level.

Apply to 'X.'
Care of 'CHINA MAIL' Office.

Hongkong, September 21, 1906. 1832

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

THE Company's Steamship
HAITAN,
Captain J. S. ROACH, will be despatched for the above Ports on MONDAY, the 24th Inst., at 2 p.m.

For Freight or Passage, apply to
DOUGLAS, LAPRAIK & Co.,
General Managers.

Hongkong, September 21, 1906. 1831

BROOKLEBANK LINE TO THE FAR EAST.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Company's Steamship *Pindari*, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before NOON, on the 28th September, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 28th September, will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co.,
Agents.

Hongkong, September 21, 1906. 1834

EXCHANGE.

HONGKONG, September 21, 1906.

On London—	
Bank, Wire,	2/2 1/4
" On demand,	2/2 3/8
" 30 days' sight,	2/2 3/8
" 4 months' sight,	2/2 7/8
Credits, 4 months' sight,	2/3
Documentary, 4 months' sight,	2/3 1/8
On Paris—	
On demand,	278
Credits, 4 months' sight,	282
On Berlin—	
On demand,	225 1/2
On New York—	
On demand,	53 1/2
Credits 60 days' sight,	54 3/8
On Bombay—	
Wire,	164 1/2
On demand,	164 3/4
On Calcutta—	
Wire,	164 1/2
On demand,	164 3/4
On Singapore—	
On demand,	6 % P.
On Manila—	
On demand, Pesos	107 1/2
On Shanghai—	
On demand,	3 1/8
30 days' sight, (private paper)	74
On Yokohama—	
On demand,	107 3/4
Gold Leaf, 100 fine, (per tael)	$47.80
Sovereigns (Bank's buying rate)	$ 9.00
Silver (per oz.)	31 1/16

Merchant Vessels in Hongkong Harbour.

EXCLUSIVE OF LATE ARRIVALS AND DEPARTURES REPORTED TO-DAY.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the Shipping of midway between each shore are marked c., in connection with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour's Officer
4. From Harbour Master's to the Market.
5. From The Market to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellet's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessels' Names.	Anchorage.	Captain.	Flag and Rig.	Tons Nett.	Date of Arrival	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Amiral Hamelin	5 c	Debonnani	French str.	3751	Sept. 21	Messageries Maritimes		
Andree Rickmers	4 c	Taubert	Ger. str.	1020	Sept. 18	Butterfield & Swire	....	K'loon Dock
Changsha	...	Moore	British str.	1463	Sept. 4	Butterfield & Swire		
Chingtu	4 c	Brown	British str.	2260	Sept. 19	Butterfield & Swire	Kobe & Yokohama	Sept. 22.
Chipshing	4 c	Weigall	British str.	1199	Sept. 14	Jardine, Matheson & Co.	Swatow & Tientsin	Sept. 23.
Chow Tai	3 c	Mollermann	Ger. str.	1115	Sept. 15	Butterfield & Swire		
Coptic	3 c	Finch	British str.	2744	July 20	O. & O. S. S. Co.	S'hai & San F'cisco	Sept. 22.
Dagmar	3 c	Engelhart	Ger. str.	963	Sept. 14	Butterfield & Swire		
Derwent	3 c	Jenkins	British str.	1563	Sept. 17	Chinese		
Devanha	5 c	Hides	British str.	4783	Sept. 20	P. & O. S. N. Co.	Europe, &c.	Sept. 22.
Devawongse	...	Bruhn	Ger. str.	1057	Sept. 5	Butterfield & Swire	....	K'loon Dock
Emma Luyken	3 c	Cornand	Ger. str.	1128	July 16	Chinese		
Empress of Japan	4 c	Pybus	British str.	3046	Sept. 4	P. R. Co.	Vancouver (B.C.)	Sept. 27.
Fooksang	8 c	Sawers	British str.	1987	Sept. 10	Jardine, Matheson & Co.	S'pore, P'ang & C'tta	Sept. 24.
Haitan	5 h	Roach	British str.	1183	Sept. 20	Douglas Steamship Co.	Swatow & Foochow	Sept. 24.
Halvard	3 c	Andersen	Norw. str.	1033	Sept. 11	Aagaard, Thoresen & Co.		
Hilary	3 c	Uecker	Ger. str.	1276	Sept. 5	Sander, Wieler & Co.		
Hongsang	3 c	Hay	British str.	1259	Sept. 15	Jardine, Matheson & Co.		
Hongkong	3 c	Suzzoni	French str.	377	Sept. 18	A. R. Marty	Hoihow & Haiphong	Sept. 22.
Jacob Diederichsen	3 c	Henk	Ger. str.	622	Sept. 18	Jebsen & Co.		
Johanne	3 c	Ipland	Ger. str.	952	Sept. 15	Jebsen & Co.		
Joshin Maru	3 c	Ohta	Japan. str.	1244	Sept. 20	Osaka Shosen Kaisha	Sawtow & Tamsui	Sept. 23.
Kalchur	8 k	Walker	British str.	2155	Aug. 2	Arnhold, Karberg & Co.		
Kaifong	3 c	Finlayson	British str.	1024	Sept. 20	Butterfield & Swire		
Kanju Maru	3 c	Hashimoto	Japan. str.	1041	Sept. 15	Nippon Yusen Kaisha		
Keong-wai	4 c	Kohler	Ger. str.	1115	Sept. 10	Melchers & Co.		
Kitai	9 c	Jorgensen	Russian s.s	1211	Sept. 18	Melchers & Co.		
Kowloon	3 c	Stehr	Ger. str.	1487	Sept. 18	Siemssen & Co.		
Kueichow	3 c	Hooker	British str.	1214	Sept. 18	Butterfield & Swire		
Kwongsang	3 c	Baker	British str.	1428	Sept. 19	Jardine, Matheson & Co.	Shanghai	Sept. 24.
Kutsang	4 c	Bradley	British str.	3119	Sept. 13	Jardine, Matheson & Co.	S'pore & Calcutta	Sept. 27.
Kwang Lee	3 c	Lincoln	Chi. str.	1467	Sept. 16	C. M. S. N. Co.		
Kwangtah	2 h	Lunt	Chi. str.	1536	Sept. 19	C. M. S. N. Co.		
Laertes	3 c	Jackson	British str.	1340	Sept. 20	Chinese		
Liangchow	3 c	Harder	British str.	1214	Sept. 14	Butterfield & Swire		
Lightning	3 c	Spence	British str.	2122	Sept. 19	David Sassoon & Co., Ld.	S'pore & Calcutta	Sept. 25.
Loongsang	5 c	Smith	British str.	1092	Sept. 17	Jardine, Matheson & Co.	Manila	Sept. 22.
Mathew	4 c	Follner	Ger. str.	996	Sept. 11	Butterfield & Swire		
Mausang	k w	Houghton	Brit. str.	1643	Sept. 4	Jardine, Matheson & Co.	Sandakan	Sept. 22.
Monteagle	3 c	Robinson	British str.	244	Sept. 14	C. P. R. Co.	Vancouver (B.C.)	Oct. 3.
Montrose	3 c	Glegg	British str.	9884	Sept. 15	Standard Oil Co.		
Neil Macleod	2 c	Corral	Amer. str.	901	June 19	Barretto & Co.		
N. S. de Rosario	2 c	Blanco	Amer. str.	715	June 12	Barretto & Co.		
Norden	3 c	Wilhelmsen	Norw. str.	1497	Sept. 14	Aagaard, Thoresen & Co.		
Pindari	4 c	Tomlinson	British str.	3696	Sept. 20	Sander, Wieler & Co.		
Prinz Waldemar	3 c	Waldemas	Ger. str.	3277	Sept. 18	Melchers & Co.		
Powhatan	3 c	Turner	British str.	1640	Sept. 16	Dodwell & Co., Ld.		
Quarta	3 c	Madsen	Ger. str.	1230	Aug. 24	Sander, Wieler & Co.		
Quinta	3 c	Frahm	Ger. str.	987	Sept. 9	Siemssen & Co.		
Rubi	5 c	Almond	British str.	1611	Sept. 17	Shewan, Tomes & Co.	Manila	Sept. 24.
Sanuki Maru	3 c	Mathieson	Japan. str.	3789	Sept. 21	Nippon Yusen Kaisha		
Scandia	4 c	Dohren	Ger. str.	3135	Sept. 18	Hamburg-Amerika Linie	S'pore & Hamburg	Sept. 21.
Skuld	3 c	Odd	Norw. str.	749	Sept. 6	Aagaard, Thoresen & Co.		
Sexta	...	Kwaeft	Ger. str.	960	Sept. 2	Siemssen & Co.	....	K'loon Dock
Shaohsing	3 c	Northcombe	British str.	1307	Sept. 19	Butterfield & Swire	Shanghai	Sept. 22.
Sierra Monera	9 c	Mannah	British str.	2283	Sept. 18	Butterfield & Swire		
Signal	3 c	Schlaikier	Ger. str.	907	Sept. 16	Jebsen & Co.		
Strathmore	...	King	British str.	2295	Aug. 27	Dodwell & Co., Ld.	....	Cos'tan Dock
Sullberg	3 c	Luppi	Ger. str.	765	Aug. 28	Siemssen & Co.		
Taiwan	3 c	Martin	British str.	1042	Sept. 7	Chinese		
Telemachus	3 c	Williamson	British str.	1379	Sept. 8	Chinese		
Tholma	3 c	Jager	Norw. str.	1180	Sept. 9	Sander, Wieler & Co.	Saigon	Sept. 22.
Tjiliwong	3 c	Jurriaanse	Dutch str.	3061	Sept. 17	Java China Japan Lijn		
Tranquebar	8 c	Thomsen	Danish str.	3623	Sept. 20	Melchers & Co.		
Verona	3 c	Dobrenz	Ger. str.	3136	Sept. 16	Carlowitz & Co.		
Woolwich	...	Stoker	British str.	1845	Sept. 11	China Commercial S. S. Co.	Moji & Salina Cruz	Sept. 25.
Wik	8 c	Colrstens	Ger. str.	2820	Sept. 18	Jebsen & Co.		
Yushun	3 c	Pratt	Ch'ese str.	1079	Sept. 17	C. M. S. N. Co.		
Z. Y. de Aldecoa	2 c	Echauz	Amer. str.	1260	May 15	Barretto & Co.		
Sailing Vessels.								
I. F. Chapman	2 c	Banfield	Amer. sh.	2013	Aug. 25	Arnhold, Karberg & Co.		
S. P. Hitchcock	3 c	Zerk	Amer. sh.	2806	Sept. 1	Arnhold, Karberg & Co.		

STEAMERS PASSED SUEZ CANAL.

[SUPPLIED THROUGH REUTER].

Glenroy, *Japan*, August 21; *Calchas*, *Sanuki Maru*, 24; *Merionethshire*, *Ellen Rickmers*, 28; *Armand Behic*, *Brisgavia*, *Menelaus*, *Ningchow*, *Pingsuey*, *Sardinia*, *Nile*, *Glenavon*, 31; *Benvenue Schuylkill*, *Habsburg*, September 4; *Ambria*, *Lowther Castle*, *Dardanus*, *Simla*, *Nordkap*, *Glenesk*, *Tamba Maru*, *Tourane*, *Rosdaia*, *Selenga*, 7; *Flintshire*, 11; *Jason*, *Nubia Priam*, 14; *Elkantara*, *Sithonia*, *Orestes*, 18.

Mails.

The T. K. K. s.s. *Hongkong Maru* sailed from Yokohama via Kobe, Nagasaki and Manila on the 13th Sept., and is due to arrive at this port on the 24th Sept.

The Imp. German Mail s.s. *Prinz Ludwig* carrying the German Mails with dates from Berlin of the 28th August, left Colombo on Friday, on the afternoon of 14th Sept., and may be expected here on or about Monday, the 24th Sept., p.m.

Steamers Expected.

The C. P. R. Co.'s s.s. *Athenian* arrived at Nagasaki at 10.30 a.m. on Tuesday, the 18th Sept., and left again at 4 p.m. on same day for Kobe, where she is due to arrive at midnight on Wednesday, the 19th Sept.

The C. P. R. Co.'s s.s. *Tartar* left Vancouver on Monday afternoon, the 17th Sept., for Hongkong, via the usual Ports of Call.

The s.s. *Saint Patrick* sailed from New York, for China and Japan, on Aug. 9.

The Boston Tow Boat Co.'s *s.s. Lyra*, sailed from Seattle on 12th August for Japan, Manila and Hongkong.

The Boston Co.'s s.s. *Shawmut* sailed Sept. 9th from Puget Sound, for Yokohama.

The P. & A. Co.'s s.s. *Numantia* arrived at Yokohama on the 17th Sept., at 10 a.m.

Latest Advices

The C. P. R. Co.'s s.s. *Empress of China* arrived at Shanghai at 11 a.m. on Thursday, the 20th Sept., and left again at 8 p.m. on same day for Hongkong, where she is due to arrive at 9 a.m. on Sunday, the 23rd Sept.

The M. M. Co.'s s.r. *Oceanien* which left here on Monday, the 17th Sept., at 4 p.m. for Shanghai, arrived there on Thursday at 9 a.m.

The Great Northern s.s. *Dakota* arrived at Yokohama on Sunday, Sept. 16th.

The I.-C. S. N. Co.'s s.s. *Suisang*, from Calcutta and the Straits, left Singapore for this port on 19th Sept., at 10 a.m.

VESSELS AT THE DOCKS — *At Kowloon*, Empress of Japan, Woolwich, Keongwai, Changsha, Sorsogon, Vigilante, Mausang, Ch. Hardouin, Sullberg, Devawongse.

Cosmopolitan—Radnorshire, Strathmore, Kitai.

Aberdeen.—Sexta.

SHIPPING REPORTS.

The British steamer *Haitan* reports: Foochow to Amoy, moderate N.E. winds and fine weather. Amoy to Swatow, moderate E'ly breeze, cloudy, overcast sky. Swatow to Hongkong, strong E'ly gale, with high seas and very heavy rain squalls.

SHIPPING.

ARRIVALS.

September 20.

Haitan, British str., 1,183, J. S. Roach, Foochow Sept. 16, Amoy 17, and Swatow 19, General.—DOUGLAS STEAMSHIP Co.

Tranquebar, Danish steamer, 3,623, F. Thomsen, Moji Sept. 15. — MELCHERS & Co.

Pindari, British steamer, 3,696, J. M. Tomlinson, Kobe September 14, General.—SANDER, WIELER & Co.

Sanuki Maru, Japanese steamer, 3,789, N. Mathieson, Singapore Sept. 14, General.—NIPPON YUSEN KAISHA.

Laertes, British str., 1,340, J. B. Jackson, Saigon Sept. 16, Rice and General.—CHINESE.

Totomi Maru, Japanese str., 2,462, A. Keith, Bombay via Singapore September 14, General.—NIPPON YUSEN KAISHA.

Wakamatsu Maru, Japanese str., 2,778. N. Goda, Moji Sept. 15, Coal. — MITSU BISHI & Co.

September 21.

Amiral Hamelin, French steamer, 3,188, Debonnani, Singapore Sept. 13, General. —MESSAGERIES MARITIMES.

DEPARTURES.

September 20.

Nanchang, for Shanghai.
Poona, for Shanghai.

September 21.

Sado Maru, for Singapore and London.
Peleus, for Singapore and Liverpool.
Hue, for Haiphong.

CLEARED.

Choysang, for Swatow.
Pleiades, for Moji and Tacoma.
Haimun, for Swatow.
Tranquebar, for Singapore.
Rajah, for Bangkok.
Mausang, for Sandakan.
Sanuki Maru, for Kobe.

PASSENGERS.

ARRIVED.

Per *Devanha*, from Shanghai: for Hongkong, Mrs Hauggi, Dr A. H. Woods, Col. Smith, Misses Smith (2), Masters Smith (2), Miss Kreckle, Mr B. Ludholm, Mrs and Miss Schofield, Miss V. Clark, Capt. and Mrs Kofoed and 2 children, Miss Fletcher, Messrs Schumacher, Sadhor, and Comiskey; for Singapore, Mr W. A. Barkley, Mr F. L. Newall and servant, and Mr F. Richard; for London, Sergt. E. Dunn, Sergt. W. Moore, and Mr G. M. S. Gordon, From Yokohama: for London, Mr H. W. Law.

Per *Haitan*, from Coast Ports, Mr Smith, Mrs J. A. Pearne, Miss Gladys Pearne, and Mrs T. M. O'Sullivan.

Per *Sanuki Maru*, from London, &c.: for Hongkong, Major and Mrs L. H. Perry, Miss G. Ovenden, Mr and Mrs S. Koyama and 4 children, Messrs L. Balton, S. V. Davies, and H. Chothiram; for Manila, Mr F. W. A. Forrest; for Kobe, Dr K. Asahi, and Mr S. Takebara; for Yokohama, Mr J. A. Goetzee, Mr K. Hayashi, and Rev. A. J. Godden.

DEPARTED.

Per *Sado Maru*, for London, &c., Mrs and Miss Towers, Messrs F. W. Spencer, J. Cato, I. Hirota, E. A. Kedes, A. Welhaven, T. Shimoda, P. S. S. Currie, H. Takeguchi, Narain, S. Ohkawa, R. Kaga, R. Toyodo, Frank Dinsmore, George Cook and J. S. Millet.

POST OFFICE NOTICES.

Mails will close:—

For SAIGON.—
Per *Tholma*, at 9 a.m., on Saturday, the 22nd Sept.

For YOKOHAMA & KOBE.—
Per *Chingtu* at 10 a.m., on Saturday, the 22nd Sept.

For MANILA.—
Per *Loongsang*, at 2 p.m., on Saturday, the 22nd Sept.

For SHANGHAI.—
Per *Shaohsing*, at 3 p.m., on Saturday, the 22nd Sept.

For SANDAKAN.—
Per *Mausang*, at 3 p.m., on Saturday, the 22nd Sept.

For HOIHOW & HAIPHONG.—
Per *Hongkong*, at 5 p.m., on Saturday, the 22nd Sept

For SWATOW, CHEFOO & TIENTSIN.
Per *Chipshing*, at 5 p.m., on Saturday, the 22nd Sept.

For SWATOW, AMOY & TAMSUI.—
Per *Joshin Maru*, at 5 p.m., on Saturday, the 22nd Sept.

MAILS BY THE BRITISH PACKET.—

The British Contract Packet *Devanha* will be despatched on SATURDAY, the 22nd September, with Mails for the United Kingdom, the Continent of Europe, and countries beyond, *via Brindisi*; to the Straits Settlements, Netherlands India, Burmah, Ceylon, Aden, Egypt, Malta, and Gibraltar.

Printed Matter and Samples at 10 a.m.

Registration at 10 a.m.

Registration, with late fee of 10 cents, up to 10.45 a.m.

Registration, Kowloon B.O., 10 a.m. No late fee.

Letters at 11 a.m.

Late Letters 11 to 11.30 a.m. Extra Postage 10 cents.

(Supplementary Mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

The Parcel mail will close at 5 p.m., on Friday, the 21st Sept.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *Coptic* will be despatched on MONDAY, the 24th Sept., with Mails for Shanghai, Japan, Honolulu, San Francisco, United States, Canada, Peru, &c., which will be closed at follows:

Printed Matter and Samples at 10 a.m.

Registration at 10 a.m.

Registration, with late fee of 10 cents, up to 10.45 a.m.

Registration, Kowloon B.O., 10 a.m. No late fee.

Letters at 11 a.m.

(Supplementary Mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

A GOOD FAMILY LINIMENT.

EVERY family should be supplied with a bottle of Chamberlain's Pain Balm. For cuts, bruises, burns, scalds or similar injuries, which are of frequent occurrence in every household, there is nothing so good. It cools and soothes the wound and not only gives instant relief but brings out a speedy and permanent cure. For sale by all chemists and storekeepers.

Vessels Advertised as Loading.

Destination.	Vessels.	Agents.	Date of Leaving.
Bremen, v. Ports of call	Prinz Heinrich (s)	Melchers & Co.	Sept. 26, at Noon.
Bremen, v. Ports of call	Gneisenau (s)	Melchers & Co.	Oct. 10, at Noon.
Havre, R'dam & L'pool.	Kintuck (s)	Butterfield & Swire	September 30.
Fiume & Trieste	Liberia (s)	Hamburg-Am'ka Linie	Sept. 25.
Havre and Hamburg	Senegambia (s)	Hamburg-Am'ka Linie	October 10.
Havre, Bremen H'burg	Svevia (s)	Hamburg-Am'ka Linie	October 16.
Kobe and Yokohama	Chingtu (s)	Butterfield & Swire	September 22.
Kobe & Yokohama	Sanuki Maru (s)	Nippon Yusen Kaisha.	September 22.
Kobe & Yokohama	Prinz Ludwig (s)	Melchers & Co.	About Sept. 26
L'don, Am'dam, A'erp	Cyclops (s)	Butterfield & Swire.	September 25.
London, &c.	Devanha (s)	P. & O. S. N. Co.	Sept. 22 at Noon.
London, &c.	Oceana (s)	P. & O. S. N. Co.	Oct. 6, at Noon.
Mar., L'don, A'erp, &c	Socotra (s)	P. & O. S. N. Co.	About Sept. 27
Marseilles, London &c.	Manila (s)	P. & O. S. N. Co.	About Oct. 24.
Mar., L'don, Aerp, &c	Bingo Maru (s)	Nippon Yusen Kaisha.	Oct. 3, Daylight.
Manila, Aus'lia. Ports	Kumano Maru (s)	Nippon Yusen Kaisha.	Sept. 29, at Noon.
Manila, Aus'lian Ports	Australian (s)	Gibb, Livingston & Co.	Sept. 29, at Noon.
Marseilles via Saigon	Salazie (s)	Messageries Maritimes	Oct. 2. at 1 p.m.
Manila	Rubi (s)	Shewan, Tomes & Co	Sept. 24, at 5 p.m.
Manila	Zafiro (s)	Shewan, Tomes & Co.	Sept. 29, at Noon.
Manila	Tean (s)	Butterfield & Swire	September 25.
Manila	Loongsang (s)	Jardine, Matheson & Co	Sept. 21, at 4 p.m.
N'ki, Kobe & Y'ama	Yawata Maru (s)	Nippon Yusen Kaisha.	Oct. 3, at Noon.
New York v. Suez Canal	South America (s)	Shewan, Tomes & Co.	About Oct. 10.
New York v. Suez Canal	Erroll (s)	Dodwell & Co. Limited	About Oct. 9.
Sandakan	Mausang (s)	Jardine, Matheson & Co	Sept. 21, at 4 p.m.
San Francisco v. Japan	Coptic (s)	O. & O. S.S. Co.	Sept. 24, at Noon.
San Francisco v. Japan	Hongkong Maru (s)	Toyo Kisen Kaisha	Oct. 2, at Noon.
San Francisco v. Japan	Korea (s)	Pacific Mail S.S. Co.	Oct. 12, at Noon.
Seattle, v. S'hai, Japan	Dakota (s)	Nippon Yusen Kaisha.	Oct. 16, at Noon.
S'hai, T'tau, Ng'ki, &c	Prinz Sigismund (s)	Melchers & Co.	About Sept. 26.
S'hai, Kobe & Y'hama	Brisgavia (s)	Hamburg-Am'ka Linie	Sept. 28.
S'hai, Kobe & Y'hama	Habsburg (s)	Hamburg-Am'ka Linie	Sept. 29.
S'hai and Portland, Or.	Numantia (s)	Portland & A. S. Co.	Oct. 5, Daylight.
Shanghai	Shaohsing (s)	Butterfield & Swire	September 24.
Shanghai	Kiukiang (s)	Butterfield & Swire	Sept. 27.
Shanghai	Yochow (s)	Butterfield & Swire	Sept. 28.
Shanghai	Kwongsang (s)	Jardine, Matheson & Co	Sept 24. at 4 p.m.
S'hai & Kobe	Totomi Maru (s)	Nippon Yusen Kaisha.	September 22
S'pore, P'ang, Calcutta.	Lightning (s)	D. Sassoon & Co, Ld	Sept. 25, at Noon.
S'pore, P'ang, Calcutta	Fooksang (s)	Jardine, Matheson & Co	Sept. 22, at 3 p.m.
S'pore, Penang & C'tta	Kutsang (s)	Jardine, Matheson & Co	Sept. 27, at 3 p.m.
S'pore, C'bo, & B'bay.	Colombo Maru (s)	Nippon Yusen Kaisha.	September 25.
Singapore & Calcutta	Pindari (s)	Sander, Wieler & Co.	Sept. 21, p.m.
S'pore, P'ang, C'bo, &c.	Silesia (s)	Sander, Wieler & Co.	Sept. 27.
S'tow, Amoy & Tamsui	Joshin Maru (s)	Osaka Shosen Kaisha.	Sept. 23, at 10 a.m.
S'tow, Amoy, Foochow	Haitan (s)	Douglas Lapraik & Co.	Sept. 24, at 2 p.m.
S'tow, Chefoo & T'tsin	Chipshing (s)	Jardine, Matheson & Co	Sept. 23, Daylight.
Tientsin	Liangchow (s)	Butterfield & Swire	September 24.
Victoria & Japan Ports	Ningchow (s)	Butterfield & Swire	September 29.
Victoria, B.C., Seattle	Aki Maru (s)	Nippon Yusen Kaisha.	Oct. 15, at 4 p.m.
Victoria, B.C., Tacoma	Pleiades (s)	Dodwell & Co. Limited	About Sept. 21.
Victoria, B.C., Tacoma	Lyra (s)	Dodwell & Co. Limited	September 29.
Victoria, B.C., Tacoma	Shawmut (s)	Dodwell & Co. Limited	October 24.
Vancouver (B.C.), &c.	Empress of Japan (s).	Canadian P'fic R. Co	Sept. 27, at 4 p.m.
Vancouver (B.C.), &c.	Monteagle (s)	Canadian P'fic R. Co	Oct. 3, at Noon.

SHARE LIST.—QUOTATIONS.

September 21, 1906.

Stocks.	No. of Shares.	Value.	Paid up.	Closing Quotations, Cash.
BANKS.				
Hongkong and Shanghai Bank Corp.	80,000	$ 125	all	$800, sales & sellers London, £93,10
National Bank of China, Limited	99,925	£ 7	£ 6	$47
MARINE INSURANCES.				
Canton Insurance Office Co., Ld.	10,000	$ 250	$ 50	$320
China Traders Insurance Co., Ld.	24,000	$ 83.33	$ 25	$95 sales & buyers
North-China Insurance Co., Ld.	10,000	£ 15	£ 5	Tls. 87½
Union Insurance Society, Ld.	10,000	$ 250	$ 100	$785, sellers
Yangtsze Insurance Association, Ld.	8,000	$ 100	$ 60	$172½, sellers
FIRE INSURANCES.				
China Fire Insurance Co., Ld.	20,000	$ 100	20	$93
Hongkong Fire Insurance Co., Ld.	8,000	$ 250	50	$327½ sellers
DOCKS, ETC.				
H'kong & Whampoa Dock Co. Ld.	50,000	$ 50	all	$155, buyers
Geo. Fenwick & Co., Limited.	18,000	$ 25	$ 25	$22, sellers
New Amoy Dock Co., Ld.	10,000	$ 6¼	$ 6¼	$18, sellers
Shanghai Dock and Eng. Co., Ld.	55,700	Tls. 100	Tls100	Tls. 108½, buyers
STEAMBOATS, TUGS, ETC.				
China and Manila S. S. Co. Ld.	30,000	$ 25	$ 25	$24, sellers
Douglas Steamship Co., Limited	20,000	$ 50	all	$47, sellers
HK. C. and M. Steamboat Co., Ld	80,000	$ 15	$ 15	$25, sellers
Indo-China S. N. Company, Limited	60,000	£ 10	all	$74, sales & buyers
Star Ferry Company. Ld.	10,000 / 10,000	$ 10 / $ 10	$ 10 / $ 5	$29, sellers / $20, sellers
Shell Transport & Trading Co. Ltd.	2,000,000	£ 1	£ 1	27/6 buyers
Taku Tug and Lighter Co., Ld.	8,600	Tls. 50	Tls. 50	Tls. 45
Shanghai Tug & Lighter Co., Ltd. / do. Preference.	200,000 / 100,000	Tls. 50	Tls. 50	Tls. 60, sellers / Tls. 50, sellers
REFINERIES.				
China Sugar Company, Limited	20,000	$ 100	all	$158
Luzon Sugar Company Limited	7,000	$ 100	all	$22, sellers
Perak Sugar Cultivation Co., Ld.	7,000	Tls. 50	Tls 50	Tls. 111
WHARVES.				
HK. & Kow. Wharf & Godown Co.	30,000 / 10,000	$ 50	all	$100, sellers
Shanghai and Hongkew Wharf Co.	20,000 / 12,000	Tls. 100	Tls100	Tls. 240
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	50,000	$ 100	100	$97, sellers
Shanghai Land Investment Co., Ld.	52,000	Tls. 50	Tls. 50	Tls. 106
Kowloon Land and Building Company	6,000	$ 50	30	$39
Wei-hai-wei Land & Building Co., Ld	3,764	Tls. 25	Tls. 25	Tls. 12, buyers
Humphreys Estate & Finance Co.	150,000	$ 10	all	$11¼, sales & buyers
West Point Building Co., Limited	12,500	$ 50	$ 50	$50, sales & sellers
TRAMWAYS.				
HK High-Level Tramways Co., Ld.	1,250	$ 100	all	$215, buyers
MINING.				
Société Française des Charbonnages du Tonkin.	16,000	Fcs. 250	all	$450, Nominal
Raub Aust. Gold Mining Co., Ld.	200,000	£ 1	18/10	$8½, sellers
HOTELS, ETC.				
Hongkong Hotel Company, Ltd.	12,000	$ 50	all	$115
Astor House Hotel Ltd. (Tientsin)	2,000	T.Tls. 50	Tls. 50	Tls. 135
Astor House Hotel Co., Ltd. (S'hai.	30,000	$ 25	$ 25	$31½
DISPENSARIES.				
A. S. Watson & Co., Limited.	90,000	$ 10	$ 10	$13, sales & sellers
Watkins Limited	10,000	$ 10	$ 10	$4, sellers
LIGHTING.				
HK. and China Gas Co., Limited	7,000	£ 10	all	$175, buyers
Shanghai Gas Company, Ltd.	8,000	Tls. 50	Tls. 50	Tls. 122½
Hongkong Electric Co., Limited	60,000	$ 10	$ 10	$14½, sales & buyers
BRICK AND CEMENT.				
Green Island Cement Co., Ld.	200,000	$ 10	$ 10	$22, sellers
MISCELLANEOUS.				
Bell's Asbestos Eastern Agency, Ld.	8,604	£ 12/6	12/6	$7
United Asbestos Oriental Agency, Limited	9,000 ord'y / 100 fders	$ 10 / $ 10	$ 4 / $ 10	$8, buyers / $150
Hk. Steam Waterboat Co., Ltd.	15,000	$ 10	$ 10	$7½
Hongkong Dairy Farm Co.	25,000	$ 7½	$ 6	$17, buyers
Hongkong Ice Company, Limited	5,000	$ 25	all	$236, sellers
Shanghai Waterworks Co., Ltd.	7,260	£ 20	£ 20	Tls. 420, buyers
H'kong Rope Manufactory Co., Ld.	50,000	$ 10	all	$29, sellers
Hongkong Cotton Spinning Co., Ld.	125,000	$ 10	$ 10	$13.25, sellers
Ewo Cotton Spinning and Weaving Co., Ld.	20,000	Tls. 50	Tls 50	Tls. 76
International Cotton Manufacturing Co., Ld.	10,000	Tls. 75	Tls. 75	Tls. 68
Laou-Kung-Mow Cotton Spinning and Weaving Co., Ld.	8,000	Tls. 100	Tls100	Tls. 85
Soy Chee Cotton Spinning Co., Ld	2,000	Tls. 500	Tls500	Tls. 325
China Provident Loan Mortgage Co. Ld.	200,000	$ 10	$ 10	$9.60, sales & sellers
China Borneo Company, Ltd.	60,000	$ 12	$ 12	$10½, sellers
Campbell, Moore & Co., Limited	1,200	$ 10	all	$32
Wm. Powell. Ld.	12,000 / 3,000	$ 10	$ 10	$10, sellers
Shanghai and Hongkong Dyeing and Cleaning Co., Ld.	1,200	$ 50	$ 50	Nominal
South China Morning Post	6,000	$ 25	$ 25	$22, buyers
China Light and Power Company	50,000	$ 10	$ 10	$10½, sales & sellers
Steam Laundry Company, Limited	20,000	$ 5	$ 5	$6
CIGAR COMPANIES.				
Philippine Co., Ld.	67,500	$ 10	$ 10	$5
Alhambra Limited	300	$ 500	$ 50	$120, buyers

LOANS.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886 E	Tls. 767,200	Tls. 250	7 % p. annum	Pa.

VERNON and SMYTH *Share-Broker.*

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